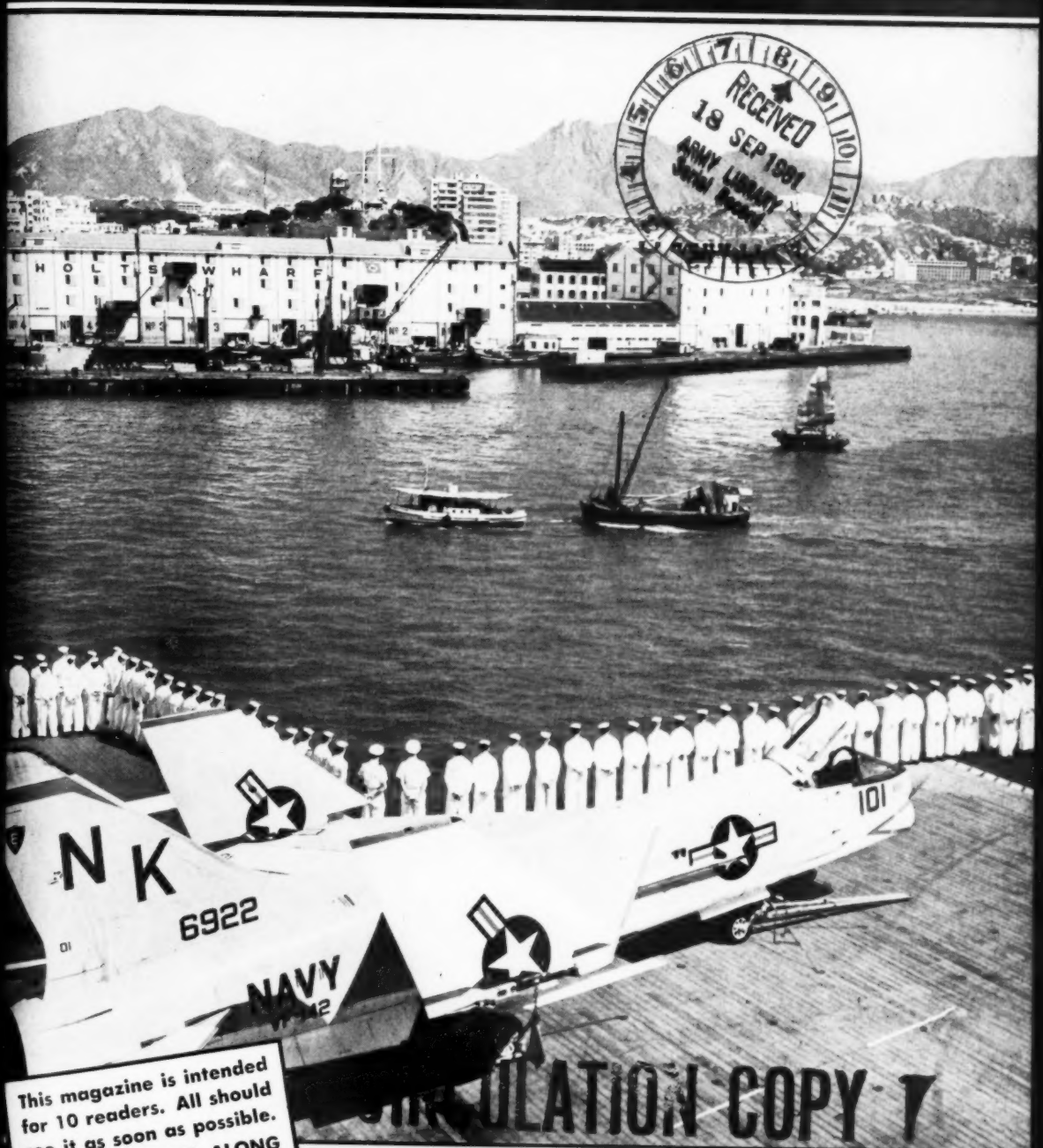
ALL HANDS



SEPTEMBER 1961

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

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• **FRONT COVER: FAR AWAY PLACES** — Navymen of VF-142 watch Kowloon pass in background as USS *Oriskany* (CVA 34) pulls out of Hong Kong after a week's stay in one of the most interesting ports in the Far East.

• **AT LEFT: STEPPING OUT** — Sailors from Naval Receiving Station, Brooklyn, N. Y., look smart as they march in parade down Broadway.

• **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.

SECRET SYSTEM—Tropical bat is photographed in dive for a fish by scientist making studies for the Navy.

Salt Water Biology

EVERY SEAFARING MAN who has seen the luminous seas of the tropics and flying fish flashing in silver streaks in the distance, or porpoises leaping through the water off the bow must have been awed by the variety of life that exists in the ocean around him.

Since the oceans of the world are the Navy's operating medium, the Navy has a particular interest in its inhabitants. Many of the denizens of the deep are microscopic, or at least very small. Others are anything but microscopic. The whale for example, is the largest animal living on the face of the earth.

Rather than start at the bottom and work our way up, let's start with the small and work our way to the large. A good place to start when thinking small is with algae.

Algae are not necessarily sea organisms. They exist in fresh water as well. An alga is a plant, and often has stems and leaves with a complete vascular system, as do the leaves of trees and plants with which everyone is familiar.

Algae are not particularly impressive to look at – the last time you saw an example of it, you probably called it scum – but it is important.

Like all plants, algae use carbon dioxide and cast off oxygen. People do it the other way around. Scientists are looking for a way to cultivate algae in sufficient quantities to use in space ships as oxygen supply. Right now, it would generate a good supplementary supply, but enormous quantities of the plant would be necessary to sustain a crew on a long voyage.

One of the more useful qualities of algae, aside from its oxygen-producing ability, is that it multiplies at a rapid rate and is edible. It has been baked into cookies and pressed into tablets, not only for prospective use by future spacemen, but as a supplement to diets in countries where food (especially proteins) is sometimes hard to come by.

ANOTHER SMALL ORGANISM, this time an animal, that the Navy has found interesting enough to merit research, is a small grub unofficially called a wood gribble (a kissing cousin of the shrimp). These animals are not microscopic, but are very minute (about ⅛" long) and can cause an enormous amount of trouble when they make themselves at home in marine woodwork. The Navy is not interested in cultivating them, but in exterminating them.

The job of doing something about gribbles fell to scientists under contract to the Biology Branch of the Office of Naval Research.

From the moment that gribbles were placed under the business end of a microscope, they had no private life. Scientists were probing their entire chain of vital processes in order to pick out the chain's weak link. That is, to select the vital process most readily controlled by external means.

Studies on what gribbles ate were

made, as it wasn't known at that time whether the wee beasties actually ate the wood in which they burrowed, or whether they burrowed to provide themselves with shelter or for some other reason best known to gribbles.

Marine biologists discovered that gribbles produced an enzyme called cellulase. This is the essential enzyme in the digestion of cellulose in wood. This meant that the gribble uses wood for food.

Knowing this, scientists were able to come up with an enzyme inhibitor which denied the use of the wood to the gribbles as a food and thereby controlled the production of the animals themselves.

ANOTHER OF THE SMALL animals that inhabit the oceans and which have been seen at the depths probed by the bathyscaph and bathysphere all the way up to the surface are the planktonic or weakly swimming animals and plants. Their variety is almost endless, and they exist in sizes so small that a large group of them appear cloud-like up to the larger sizes which you can see individually with the naked eye – if you have good eyesight.

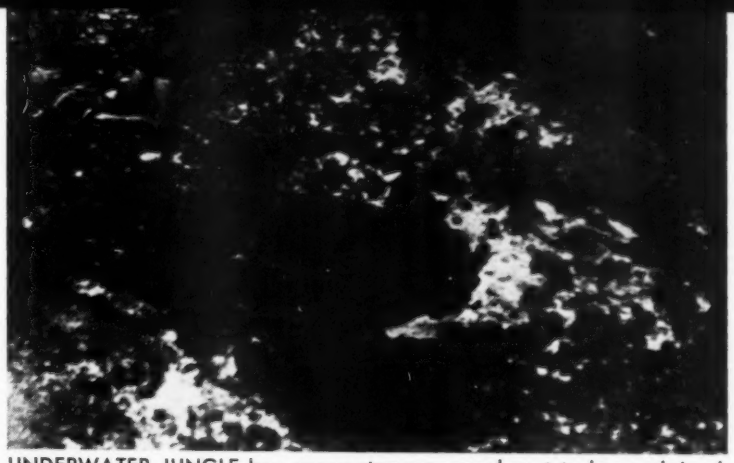
If you have ever seen blankets of color on the ocean's surface, or seen the red of the Red Sea, you were looking at plankton.

Plankton (at least most scientists think it is plankton) gave mariners a jolt when echo sounding came into use and enabled ships to record the depth of the ocean bottom while underway. Scientists discovered the ocean had a false bottom. Shortly after this discovery, however, World War II was upon us and sound waves went to war.

As a result of research done by the Navy, a 300-mile-wide area off the coast of California was revealed to have a movable sound-scattering layer of some kind between 1000 and 1500 feet below the surface.

Work after the war revealed that the false bottom is not only found off California's coast, but is almost world-wide in the deep ocean. It was also discovered that, during the night, the bottom lies close to the surface while it recedes shortly before daybreak to a depth well out of reach of the sun's rays.

Disappointing attempts have been made to photograph and sample the composition of the false bottom and no conclusions have been formulated so far regarding its make-up.



UNDERWATER JUNGLE has many strange sounds yet to be explained.

As mentioned before, scientists are pretty sure that the layer includes plankton. Many planktonic creatures rise and sink in the presence of light and are known to make vertical descents of hundreds of feet in order to avoid it. The sound-scattering layer seems to move somewhat the same.

There is still doubt as to why the layer rises regularly during the night instead of remaining in the deep as during the day. It may be that the plankton seek to elude enemies lurking in the deeper levels or maybe they find a greater abundance of food at the surface at night – perhaps both.

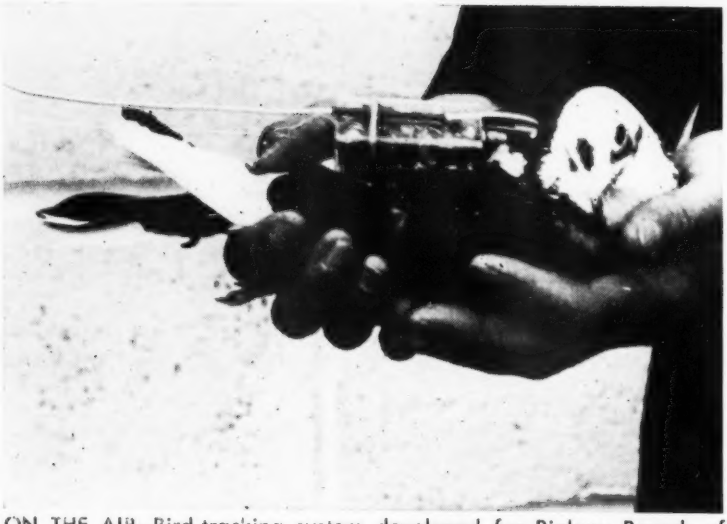
There is also a theory that the layer is composed of fish. This is plausible because, of all structures in marine animals, the air bladder of fish is the most likely to send back sound echoes.

The evidence shows that large concentrations of fish exist over the continental shelves and in certain parts of the deep ocean where food is particularly plentiful.

A third unsubstantiated theory puts forth the idea that the layer is composed of squid. Adherents to this theory point out that squid hover in the protective darkness of the ocean until they can safely ascend to the plankton-rich surface areas in order to feed.

They also point out the fact that squid is the sole food of the sperm whale found in all temperate and tropic oceans and are also an important part of the diet of other

FULL THROTTLE—Navy biologists are trying to find out what enables the porpoise to keep abreast of, or even ahead of, fast Navy ships.



ON THE AIR—Bird-tracking system developed for Biology Branch of ONR may also help unlock mystery of the fast-moving porpoise.

species of whales, seals and many sea birds. They are also big enough to send back echoes.

While science ponders the problem, the false bottom of the ocean continues to rise and fall. When underwater television techniques improve sufficiently, scientists will probably have an answer.

SONARMEN AS WELL as marine biologists can tell you that fish are noisy creatures.

Their noises are known to act as guides to attract mates, and may be used for other purposes.

Recordings of fish noises have been made and they exist in a surprising variety, ranging from what biologists call grunts (but which sound more like throbbing drums) to steamboat whistles, sighs and sobs. Many of these noises have been recorded against the castanet-like clicking of shrimp and other shellfish.

Hydrophones have been lowered in the Pacific for the purpose of listening to the noises of the underwater jungle – and jungle-like it is. They pick up growls like those of a wild boar and roars that sound almost seismic.

Practically everyone is familiar with the remarkable jumping and swimming ability of the porpoises and knows about their extraordinary intelligence. Science is just beginning to devise ways, however, of measuring exactly how fast porpoises actually swim. Most sailors have seen them keeping abreast or ahead of fast ships. Marine biologists are not convinced that this is the porpoise's own doing – he may be taking advantage of currents set up by the ship.

RECENTLY A RADIO DEVICE has been developed which scientists have attached to birds in order to chart the patterns of their flights. With modifications, the same device may soon be used on porpoises, whales and other marine creatures in order to chart their speed, depths and endurance. So far, metering the capabilities of large sea creatures in captivity has been inconclusive because they never perform at their peak ability.

Scientists have played the noise of killer sharks in an effort to frighten a porpoise into a burst of full speed. Apparently the hi-fi used by the scientists did not measure up to the standards of the porpoise because he was not fooled.

Scientists have been taking a close look at fish in general and catfish in particular, in order to find out how they are able to predict the approach of a seismic shock far enough in advance to get out of the way.

If people could do as well in their predictions of approaching earthquakes, there would be considerably less damage done to human life and limb.

Studies are being made to find out how some bats are able to detect the presence of fish below the water, so as to dive at the right moment to pick up the hapless fish in their claws. Studies are also being made to find out how fish swim in schools with such precision; how they avoid colliding with other objects; how one species of fish can come to a sudden dead stop.

These are just a few things which have immediate application to the Navy. Scientists are quick to point out that they are not studying marine biology to make men or ships like fish, but when these mechanisms are worked out, scientists may be able to establish new concepts that will be useful. They may also be able to establish electrical and mechanical analogs of immediate interest to Navy guidance, communication and navigation systems.

— Robert Neil.

FOOD FOR THOUGHT—Biological chemist at Naval Research Laboratory explains an experimental alga gas exchanger to Navy corpsman.

Homeward Bound

TO HISTORIANS, Coral Sea was a strategic battle of World War II. To the Pentagon, the name USS *Coral Sea* (CVA 43) represents one more supporting member of our Far Eastern defenses.

To the nations of the Pacific, she is a symbol of our determination to protect the rights of free countries against aggression.

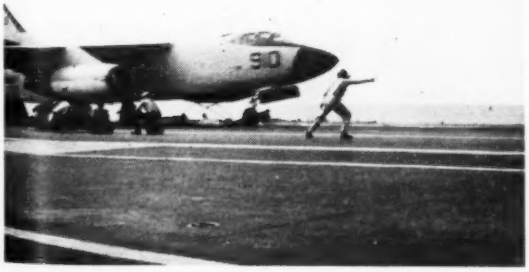
To the men and officers who find their home in *Coral Sea*, she is a noisy gray monster smelling of fresh paint, cooking bacon, NSFO, gunpowder, burning JP-5 and ozone.

To the families of 3500 *Coral Seamen*, she is an address on letters, packages and postcards, as well as a sign for celebration as she arrives at Pier Three North, NAS Alameda, from points west.

For nearly nine months in 1960-61, she spent many a day at sea carrying out her primary mission, that of serving as a deterrent to war. Almost equally important, she helped share the American way of life with our Asian allies.

As usual, it was a busy cruise for *Coral Seamen*.

Clockwise from top: (1) Punster crew members spell out "LONG TIME NO CORAL SEE" as carrier steams homeward. (2) Oriental architecture causes photo-minded sailors to record scene on film. (3) Typical underway scene is recorded as Fleet oiler fuels carrier. Here USS *Navasota* (AO 106) pumps fuel to *Coral Sea* during Operation "Pony Express" held in South China Sea. (4) Straining on bridle, A3D *Sky Warrior* begins catapulted take-off, for one of 9371 sorties flown by CAG-15 aircraft during the cruise.



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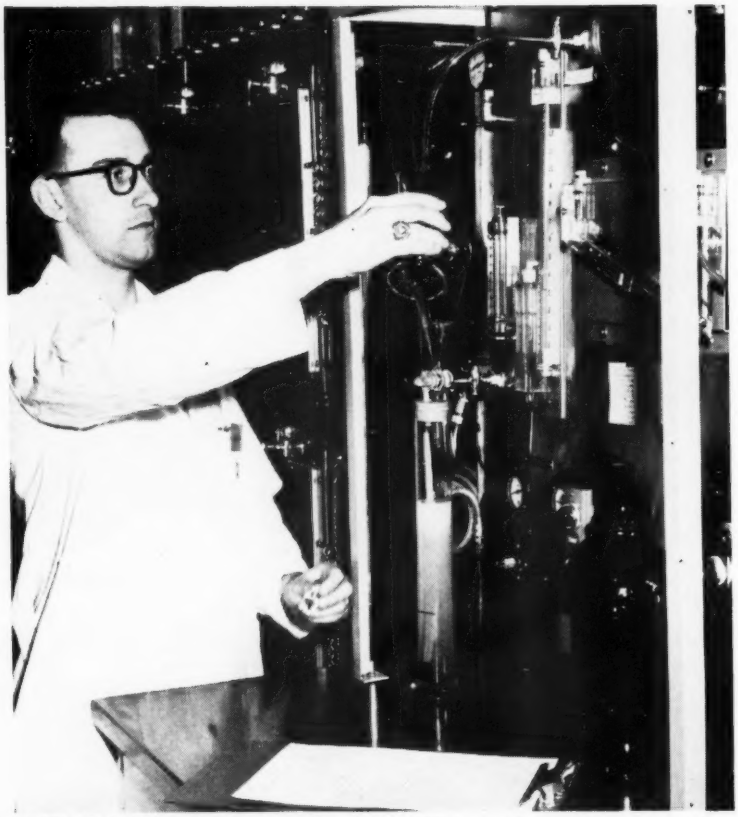


TESTING GEAR—V.D.F. Douglas, HM3, USN, checks equipment used in experiments on air contamination by BuMed's Toxicology Unit in its continuing search to keep air sailors breathe on board their ships pure.

THE AIR WE BREATHE hardly rates a passing thought from most of us. We inhale it and exhale it, taking for granted that it is reasonably pure. We rarely suspect that it may contain substances which may do us harm.

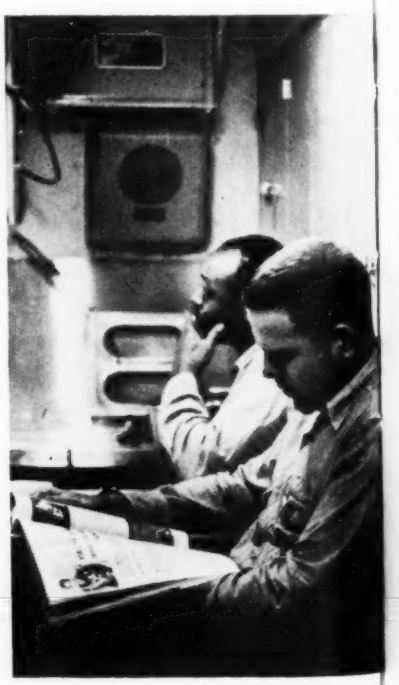
Such an assumption, if the Navy made it, could be disastrous in some environments. A close watch on the air we breathe has become increasingly important with the advent of the nuclear submarine – a closed environment, an island under the sea where men live with their sky within reach overhead and the horizon almost at arm's length.

This environment must have its air scrubbed and purified and, of primary importance, no poisonous substances can be released into it.

There are numerous gases, liquids and solids which could be introduced into the closed atmosphere of the atomic submarine. Many of them are ordinary run-of-the-mill substances such as freon, carbon tetrachloride, hydraulic fluids and solvents such as paint thinners.

Some, such as radioactive dust, are not so ordinary. Any of these and dozens of other substances which

GAS FUMES from handy billy topside present few problems, but in enclosed spaces like on board a sub fumes would be hazardous.



ni with the Scientific Nose

could enter the submarine's atmosphere from many sources – including the paint on the bulkheads and deck of the submarine itself – could become a potential health hazard.

In a submarine which is designed to stay submerged for months without snorkeling or ventilating, such a condition could become intolerable or, at least, present a health hazard that would seriously affect the efficiency of the crew.

THE NAVY RECOGNIZED this possible hazard as early as 1956, before it became a problem, and in 1959 BuMed's Toxicology Unit was created to study effects of some of the potential hazards. The objective of the unit is to provide rapid practical answers to toxicity problems – not to engage in basic research.

Another objective of the program is to furnish in-service training to hospital corpsmen in this new medical field in order to keep pace with the rapid developments of an atomage Navy.

The Unit's work is largely based upon determining, through the use of laboratory animals, what materials may be of possible harm to humans when confined in a closed space over a reasonably long period of time.

Under carefully controlled conditions, each suspected substance is thoroughly tested until it is determined at what point a "no-effect" dosage is reached.

The results of the tests on the animals are then translated into terms applicable to a submarine crew's absorption of toxic material, so the Navy knows beforehand that a submarine will operate free of toxic materials in the air that otherwise could harm the crew.

Materials which can pollute the air of a submarine or other closed environment, such as space capsules, exist in surprising numbers. More than 100 of these materials have been identified with nuclear submarines.

WHEN POTENTIAL HEALTH hazards are encountered, a way must be found to safeguard the crew against them. In this respect, the Toxicology Unit works very closely with the Bureau of Ships and with the Special Projects (Polaris) office which consult it on this all-important subject.

In a sense, the Unit influences the use of materials in the construction of naval vessels. If it finds a proposed material to be a health hazard because it is toxic, a way must be found to render it harmless, or a substitution must be made.

For example, the Unit was asked to determine how soon the first *Polaris*-firing submarine could submerge after it was painted without endangering the health of personnel aboard. Also many of the substances used in the submarine had to be tested in order to make sure they would not contaminate the submarine's atmosphere.

Testing reaches down into such unlikely items as the model and hobby kits which were carried aboard USS *Triton* SSR(N)586 on her historic around-the-world cruise. Tests disclosed that the cement in some of the kits taken aboard contained material which, in the closed atmosphere of the submarine, could affect the health of the men working over them. The manufacturer had to supply a cement which the lab found to be non-toxic.

Today's work in the Toxicology Unit is, of course, concerned principally with the materials found aboard ships and, in particular, nuclear submarines. The laboratory has, however, done work on new propellants for the Bureau of Weapons, and on problems associated with the closed environment aboard space capsules.

The Unit's work will become increasingly important to Navymen as nuclear ships and submarines become more plentiful in the Navy.

As man finds it more and more necessary to have complete control of his environment, the lab will be on hand to see that no contaminating influence will infiltrate the air supply and harm the men using it.

— Robert Neil.

CALIBRATION of device used to measure size and distribution of dust and mist particles is made by Unit's leading chief, R. A. Jones, HMC.

Pine Island—

Seaplane Sanctuary

ONE feature of a naval air facility (Afloat) that may differentiate it from an air activity based ashore is that it is almost certain to support a number of seaplanes.

One of the problems that faces any aviation activity is that of support equipment. Support equipment can vary in size from a wrench to an air field, and in complexity from a simple hammer to a piece of electronics test equipment worth thousands of dollars. By far one of the largest and most complex pieces of mobile support equipment used is the seaplane tender.

Seaplane tenders come in two sizes: The AVP, about 310 feet long and the larger AV class, 541 feet in length and displacing approximately fourteen thousand tons. Currently, the U.S. Navy has a total of six seaplane tenders on its commissioned list: Three AVPs now alternating service between the Persian Gulf and the port of Norfolk, Va., and three AVs, which are homeported on the West Coast and alternate deployments with the Seventh Fleet in the Western Pacific.

USS *Pine Island* (AV 12) is one of these larger ships. Homeported in San Diego, Calif., she alternates her Seventh Fleet deployment with her two sister ships, USS *Salisbury Sound* (AV 13) and the recently recommissioned USS *Currituck* (AV 7). Each ship spends about six months overseas and approximately one year in the United States.

While deployed, *Pine Island's* homeport away from home is Buckner Bay, Okinawa, where she maintains a seadrome for about two weeks of each month. During her recently completed eight-month deployment, *Pine Island* visited such diverse places as Iwakuni, Sasebo, Kobe and Yokosuka in Japan; Subic

STEADY STRAIN—While crane supports seaplane's weight, line handlers keep steadying lines taut. Forward the beaching gear is rigged.

Bay, Sangley Point and Cebu City in the Republic of the Philippines; Kaohsiung, Taiwan; and Hong Kong.

In appearance *Pine Island* is among the most distinctive and easily recognized of the U.S. Navy's auxiliaries. The large deckhouse superstructure, which is so characteristic of most tender types, ends at its after portion in a large, blocky structure which encloses the ship's hangar deck.

This hangar deck, enclosed at its after end by four overhead doors which extend the entire width of the ship, opens directly onto the flat, unobstructed seaplane deck, which accounts for almost one third of the total length of the ship. Two large cranes, one mounted on top of the port after end of the hangar deck, and the other mounted all the way aft on the fantail, complete the distinctly recognizable characteristics of *Pine Island*.

In her function as one of the largest pieces of aircraft support equipment in existence, *Pine Island* is prepared to do anything for seaplanes and their crews from mending holes to mending souls — or for that matter, mending soles.

On arriving at a suitable stretch of protected water, *Pine Island's* first action is to lay a sealane, which consists of specially lighted buoys to mark a safe path for seaplanes to land and take off. She then sets out buoys to which the arriving seaplanes may moor. After anchoring, the ship puts her special boats into the water.

Some of these boats keep the seaplanes safe from floating debris and are on hand with emergency equipment in case it is needed; these are called crash boats, and are the waterborne equivalent of fire trucks. Some perform routine fueling and servicing, and others transport pilots and crew members to and from their planes.

Pine Island is also ready to pick up incoming planes on radar and guide them to a safe landing with a TCA (Tender Controlled Approach). The planes are then moored at their buoys and the crewmen brought aboard the ship and provided with food, clothing, rest, medical aid or nearly anything else they might need.

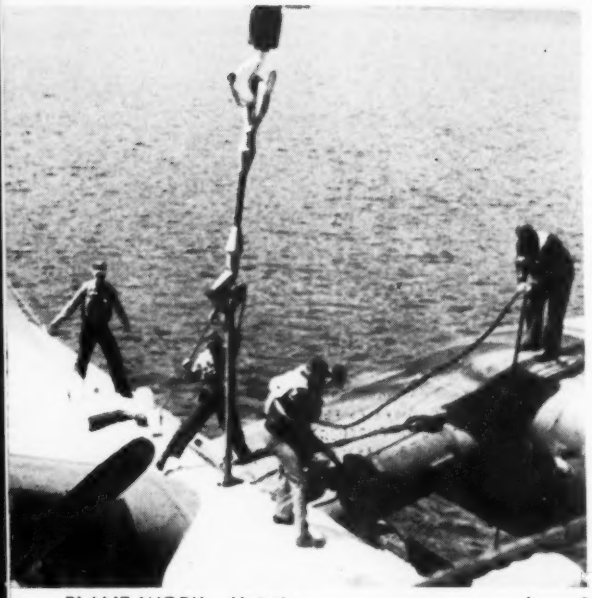
Minor repairs are accomplished as the seaplane rides at the mooring buoy. For major repair work, such as hull repair or an engine change, the huge aircraft is hoisted aboard the tender, using the large crane on the fantail or the one on the boat deck. After beaching gear is affixed, the plane is secured firmly onto the seaplane deck with cable tie-downs.

LIGHT LOAD for fantail crane of *USS Pine Island* (AV 12) is this small boat with its crew. At right are two Bowser (or refueling) boats.

In addition to repair work, *Pine Island* regularly provides the routine aircraft services, without which operations would be impossible. These include: Aviation gasoline, lube oil, ordnance of all types, JATO, and all necessary spares and replacements.

Pine Island has proved her effectiveness in many emergency opera-

WELL TRAINED hands of seaplane tender check over the many connections of a 'waterbird's' new port engine prior to securing the propeller.



PLANE WORK—Hoisting crew prepares seaplane for lifting. *Rt:* Buoys are dropped to mark landing 'strip.'

tions. Here are a few of them.

• While *Pine Island* was operating a seadrome in Buckner Bay, Okinawa, a P5M ran aground upon an unmarked coral reef while taxiing. A long gash was torn in its hull, and the aircraft was in imminent danger of sinking.

Two of *Pine Island's* crash boats were immediately dispatched to the scene with pumps, repair equipment and divers. After the pumps were started to remove the incoming water, a diver went under the plane to assess the damage and fit an emergency patch in place. The incoming water thus slowed, the aircraft was quickly towed to the stern of the ship and hoisted aboard.

With the large aircraft secured on deck, *Pine Island* set out to deliver it to a major repair facility at Kobe, Japan. While underway, a more substantial patch was installed with such success that upon arrival the seaplane was floated from the ship to the repair shops at the edge of the harbor.

ON DECK—Beaching gear is quickly installed on a P5M *Marlin* to take weight from the ship's crane as it comes aboard for maintenance.

• *Pine Island* had just returned to Buckner Bay from a two-week cruise to the Philippines when word was received that another seaplane needed assistance. The plane had been on a patrol and reconnaissance flight, when engine trouble forced its pilot to make a landing in a sheltered area on the coast of South Viet Nam.

Pine Island refueled during the night and set out early the next morning to recover the aircraft. She steamed nearly 300 miles through very heavy weather, and upon reaching the disabled seaplane, hoisted it aboard and was underway in less than two hours for the return trip to Buckner Bay. Back in Buckner Bay, *Pine Island's* Air Department effected extensive repairs on the aircraft, including the replacement of both engines. In a few days the P5M was back in condition and returned to an operational status.

In addition to fulfilling her designed purpose as a seaplane tender, *Pine Island* serves as flagship, when deployed, for Commander U.S. Taiwan Patrol Force and Commander Fleet Air Wing One.

The motto of USS *Pine Island*, which appears on her insigne, is *sustinere*, or "to sustain." This is what she does, and in doing so, she is an integral part of the U.S. Seventh Fleet and of the U.S. Navy in preserving freedom for the United States and her allies.

— W. R. Warren, SN, USN.

READY TO GO—Former USS *Bowers* (API 40) steams in Mississippi ready to become D-66 of Philippine navy.

Back to the Philippine Sea

USS BOWERS (ex-APD 40), a holder of four battle stars and a Philippine Presidential Unit Citation, has hauled down her U. S. flag to become a combat-ready unit of the Philippine Republic's navy.

She is now known as *Rajah Soliman* (D66).

Bowers was built as a destroyer escort (DE 637) and one of her first assignments was a search for survivors of two planes which had crashed in the Marshall Islands area. Her search was successful—17 of the 21 men who went down were located and rescued.

Later, *Bowers* performed escort duty between islands, took part in bombardments and submarine searches, and fought off strafing planes – having escapes which were too close for comfort.

Up to 16 April 1945, *Bowers* was lucky. On that day, however, her luck ran out. By 0800, when the invasion of Ie Shima had begun, it was known that many enemy planes were in the area. All hands were at their battle stations and all eyes that were topside were anxiously scanning the horizon.

At 0939, two unidentified planes were picked up flying very low and very fast. When the two planes were within 5000 yards of *Bowers*, they split their course.

One was shot down but the other flew directly toward the ship through the fire of all her portside guns. Projectiles could be seen bursting in the plane, but it kept coming – attacking in a glide and strafing the decks.

Apparently discouraged by *Bowers'* heavy fire, the plane veered off a few scant feet from the ship. It almost struck the water after passing the ship but regained control and commenced gaining altitude.

At a range of about 1500 feet and an altitude of 50 feet, it began a counterclockwise turn and came in at an angle and struck the bridge.

The plane's gasoline tanks exploded immediately and enveloped the entire upper part of the bridge and the pilot house in flame. The plane's bomb continued on through the pilot house before exploding.

Personnel casualties from the explosion and fire were heavy. Thirty-seven men were killed instantly, 11 were missing and 56 severely wounded. Many of these died later.

Bowers proceeded under her own power to Okinawa and from there to Pearl Harbor, where she arrived 15 May 1945. On 17 May, she was ordered to the Panama Canal Zone, via San Diego. It was at San Diego that she learned she was to be converted to a high speed transport.

Bowers arrived at Philadelphia on 15 May for her conversion and remained there until 19 Sep 1945.

The war was over but *Bowers* continued to serve, sailing with the Atlantic Fleet until February 1947 when she was placed out of commission in reserve.

NEW SKIPPER talks ship with OIC as *Bowers* becomes *Rajah Soliman*.

Recommissioned 6 Feb 1951, *Bowers* joined Amphibious Force, Atlantic Fleet. She made one midshipman cruise to Europe; operated with various units of the Marine Corps in amphibious training exercises; transported several underwater demolition teams to the Caribbean for training; and saw duty with the 6th Fleet in the Mediterranean. In March 1955 she reported to the 6th Naval District to serve as a Naval Reserve training ship until placed out of commission in 1957.

Her transfer to the Republic of the Philippines was made under the Mutual Security Act of 1954.

Ordinary Seaman—1862

Ensign—1864

Lieutenant—1870

Up Through th

THE FIRST ENLISTED MAN in the United States Navy to reach flag rank was Oscar W. Farenholt, who first shipped on 18 Apr 1861, retired in 1901, and died in 1920. Oscar Farenholt made it all the way, and his story is well worth telling in these days when the path from bluejacket to gold braid is a lot less rugged.

Farenholt was a native of Texas, from whence have come many other good sailors, notably Fleet Admiral Nimitz. He went to sea as a young boy and was in New York when the Civil War began. He enlisted in the Navy a few days after the bombardment of Fort Sumter. His patriotism thus launched him into a naval career just as others, generations later, rushed to the recruiting stations in December 1941 to avenge Pearl Harbor.

The young sailor was sent to the *Wabash,* then being recommissioned at the Navy Yard, Brooklyn. *Wabash* was one of five steam frigates which were considered the best warships in the world and the pride of the U.S. Navy. The *Merrimac* was another.

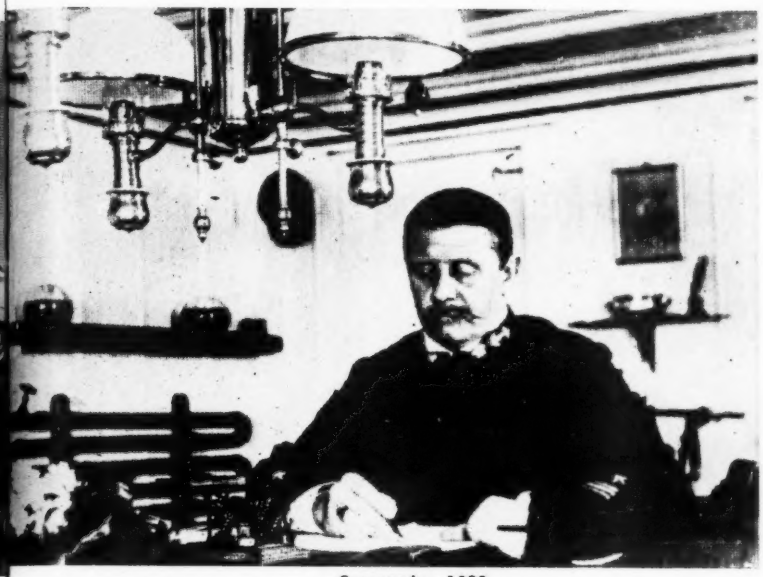
In *Wabash,* Farenholt participated in the engagements with the Hatteras fort in August 1861 and at Port Royal in November of the same year. In April 1862 he was present at the capture of Fort Pulaski in one of the gun crews of *Wabash* manning the Army battery which made the breech in that fort's walls.

He took part in almost all the land as well as naval engagements along the South Atlantic Coast since he was a member of one of the landing force howitzer crews from *Wabash* which gave artillery support to the soldiers in an area where it was impossible for horse-drawn batteries to operate.

Farenholt was seriously wounded on 22 Oct 1862 during the Battle of Pocotaligo, S.C. Before he was sent north to the Naval Hospital, New York, the commander of the squadron, RADM Samuel F. Du Pont, offered to promote him to Master's Mate, a rate between officer and enlisted man. Master's Mates, however, were not held in too high regard by sailors, and Farenholt, wanting a commission, declined.

When his wound was healed he was discharged from the Navy, but he practically walked from the hospital to the recruiting station and

MONITOR MAN—Farenholt served on *Catskill.* It fought at Fort Sumter.



Commander—1892

Rear Admiral—1901

th Ranks – Civil War Style

enlisted again. This time he was given a special assignment to the new monitor, *Catskill*.

His battle station was helmsman in the little pilot house above the turret. At this station he took part in the several actions of the ironclads against the forts guarding Charleston Harbor.

In the attack on 17 Aug 1863, he was at the wheel when a shot hit the pilot house, killing his captain, CDR George W. Rodgers, and also Assistant Paymaster Woodbury. Farenholt was the only one of the five in the pilot house to come out unharmed. He was later a member of the naval landing force that unsuccessfully stormed Fort Sumter on the night of 8 Sep 1863 and was lucky to escape capture.

For these actions, Farenholt was recommended for promotion to ensign, then a new rank in the Navy. The Secretary of the Navy at first refused to appoint him because he was too young. On further examination of his record, the Secretary changed his mind, and Farenholt received his first commission as Acting Ensign on 19 Aug 1864 at the age of 21.

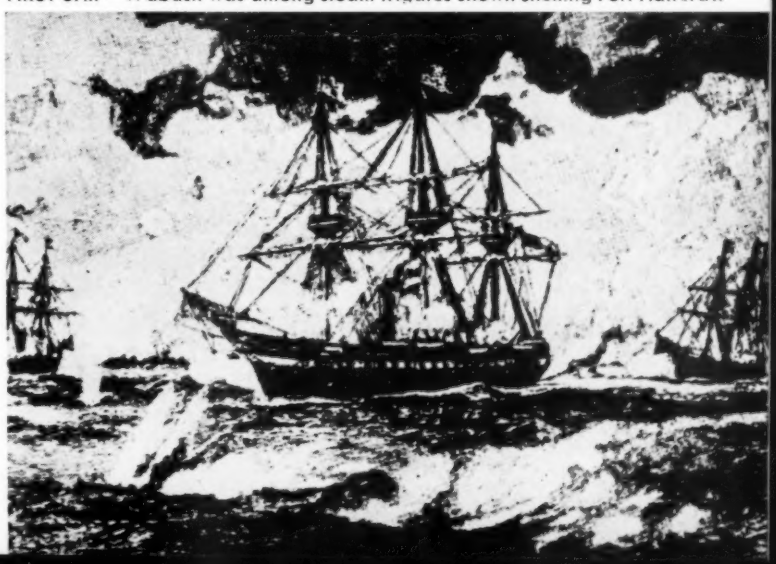
At the same time he was assigned to his first command, the ordnance schooner *Henry James*, in the North Atlantic Blockading Squadron. He took part in the engagements in the North Carolina sounds and in the capture of Fort Fisher. At the end of the war Farenholt was one of a small number of volunteer officers (the Reserves of those days) who, on their records, were retained on active duty. He was assigned to the monitor *Shawsheen*. In 1867, he was among the 56 volunteer officers who, after rigid examinations, were given regular commissions in the sea-going Navy.

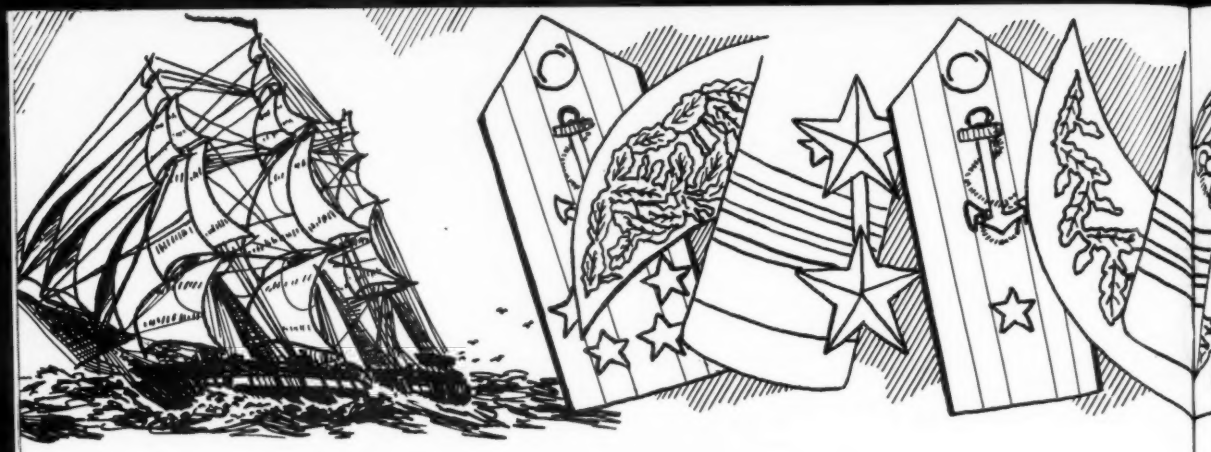
There is no need here to tell the story of Farenholt's rise through the commissioned ranks in the days of slow promotion. The photographs on this page do this much better. His last command was as CO of USS *Monadnock*. He retired voluntarily in 1901 with the rank of rear admiral after 40 years of service. He was 75 when he died in 1920.

Oscar Farenholt's son, educated as a doctor, followed in his father's footsteps. RADM Ammen Farenholt, MC, USN, was named for Daniel Ammen, a senior whom his father admired. Ammen's own son was named for RADM Samuel F. Du Pont who gave Farenholt his first recommendation for promotion.

— RADM John D. Hayes, USN (Ret.)

FIRST SHIP—*Wabash* was among steam frigates shown shelling Fort Hatteras.





A Rundown on Ranks—Er

YOU'D HAVE SOME fast explaining to do were you to greet a Navy Ensign with a cheery "Good Morning, squire." Likewise the odds are good that you'd be treated to a blast if you were to refer to a salty four-striper as "Caput Thane." And the chances are you'd be considered off your rocker if you addressed an admiral as "Amir-al-Bahr" or "Sarraccenorum Admirati."

Actually you would just be somewhat out of date, having dusted off some old and original titles, which, over many years, have evolved into the naval ranks we know today.

Almost every modern rank has changed from the original, either in name or at least in position in the officer rank scale. Some ranks as we know them today are fairly new, some are as old as the Navy itself, while still others have simply been inherited from other navies.

Throughout the years many ranks have come and gone. Take Admiral of the Navy for example. Today it is unknown. Back in 1899, however, George Dewey was appointed to this rank, which is considered by some to represent a six-star admiral. He is the only man ever to hold this rank in the U.S. Navy.

Nowadays of course, Fleet Admiral is the highest rank attainable, and even that has been restricted to wartime use. Today only one man, Chester W. Nimitz, holds this rank. He has been a five-star admiral since December 1944, and still remains the senior officer in the Navy.

Other officer ranks have also changed somewhat during the years. So that the sequence will be easier to follow, let's look at them individually from the bottom up:

ACTION IN 1813—At U.S. Navy's start many ranks were inherited.

• ***Ensign*** – This grade, which we know today as the lowest commissioned rank in the Navy, at one time held that same position in the Army.

Perhaps you have wondered if Ensign as a rank has any connection with the flag, the national ensign. Actually, there is a connection.

The story began hundreds of years ago when it was customary for a certain privileged squire, or junior officer, to carry the colors in battle. Over the years this man became known as an Ensign Bearer and finally as Ensign, the name of the flag itself.

The French navy borrowed this rank from their army and used it long before the U.S. Navy adopted it in 1862. It replaced the rank of Passed Midshipman which, at that time, meant awaiting promotion to Lieutenant.

The word ensign, stems from the Norman *enseigne,* which means flag. In the 16th century it was lifted from the land service by the British Navy to denote the flag on the poop of vessels. Our national flag is still called the national ensign today.

• ***Lieutenant Junior Grade*** – Sailing Master was the original name of this rank. In 1839 the title was shortened to Master, but it remained the fourth ranking officer grade in the Navy, behind Captain, Master Commandant (later, Commander), and Lieutenant.

In 1862 the rank of Master was changed to Lieutenant Junior Grade

–Enseigne' to 'Admyrall'

and given its current standing in the rank structure below Lieutenant.

• ***Lieutenant***—The Royal Navy introduced this rank in 1580. An officer who held it was an assistant to, and a qualified relief for, the captain. He was the executive officer by today's standards.

The word *lieutenant* is derived from the French. According to today's dictionary meaning, a lieutenant is an officer who "stands in place of" a superior in his absence.

Lieutenants have undoubtedly been a part of the U.S. Navy as long as there has been a Navy. In the early days, when there were fewer ranks, Lieutenants were much nearer the top of the rank structure than they are today.

• ***Lieutenant Commander***—The title or grade of Lieutenant Commander was derived from an earlier term, Lieutenant Commanding, which was nothing more than a Lieutenant in command of a ship.

When the reorganization of the service came in 1862, it was apparently believed that those Lieutenants who were in command of ships should have a higher rank than those not in command. They were therefore given the rank of Lieutenant Commander.

• ***Commander*** – The rank of Commander was first introduced in the Navy in 1838. At that time the law stated that Master Commandants should be known as Commanders. Even earlier, however, a pay bill approved in 1835 recognized the title.

Before this, the lower grades of Captain had been known as Master and Commander, and men who held such rank normally commanded small ships.

A Commander originally commanded ships of the third (1000 to 4000 tons) and fourth classes (miscellaneous small ships), acted as chief of staff to a commodore, or served as an aide to a flag officer.

The title or rank of Commander had been introduced in the Royal Navy many years before the Revolutionary War by William III and was originally spelled Commandeur. In 1827 Commanders were appointed as executive officers of large Royal Navy ships.

• ***Captain*** – The very word Captain denotes command, and it is derived from the Latin word *caput*, which means head or chief, and the Saxon title of honor, *thane*.

When we think of Captain, we often think of a man in command of a ship rather than a man in that particular rank. The Royal Navy decided back in 1748 that any officer in command was entitled to the title of Captain, regardless of his rank. This still holds true in the U.S. Navy.

In the latter half of the 14th Century a Captain was a courtier or Army officer who went aboard English ships with his soldiers for passage and to fight, as our early Marine detachments did. The ship was actually sailed by Masters or Boatswains and the Captain was only in charge of his troops.

When Elizabeth I was queen (1558-1603), however, ships became men-of-war and the navigating was combined with the fighting, so the Captain was put in command of both forces.

The rank was not clearly defined in the British Navy until 1748 when it was made equal to colonel in their Army.

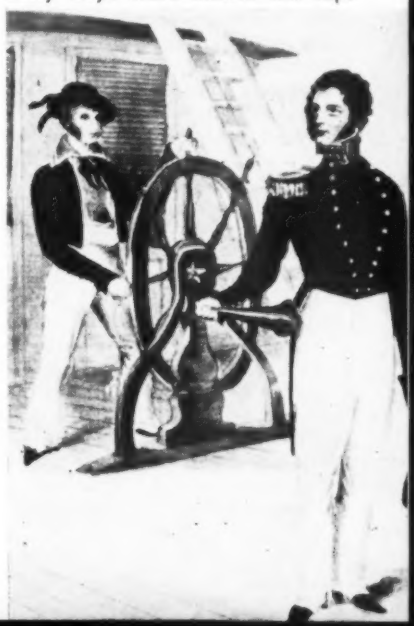
Like some other ranks we know today, Captain has been in the U.S. Navy as long as there has been a Navy. The U.S. Navy's first Captains were commissioned in 1775 by the Naval Committee.

In 1862, Captain was still the highest commissioned officer in the U.S. Navy, but ranked with Lieutenant Colonel, Colonel, or Brigadier General, depending on the type of duty to which the Captain was assigned.

The youngest U.S. Navy Captain was Stephen Decatur who held the rank when he was 24 years old.

• ***Commodore***—History has it that

AN OLD ONE—Lieutenants in the early days were nearer the top.



MOTHBALLED—Rank of Commodore which R. F. Stockton held in 1846 went out with WW II. *Above:* Officers of *USS New Orleans*, 1902.

the rank of Commodore was first created by the Dutch during a war with England in 1652. The Netherlands was short of admirals and also short of money. By creating this new rank, the Dutch obtained their needed flag officers at the cost of only half the pay of admirals.

The rank later went to England and was officially recognized there in 1806. For a time the American Navy used the rank as an honorary title much the same as we use it today. Esek Hopkins, for example, was called Commodore Hopkins when he was appointed as Commander in Chief.

For many years, any Captain in the U.S. Navy who was in command of, or had formerly commanded, a squadron was known as Commodore. It was not until 1862, however, that Commodore actually became a rank in the officer structure. In July of that year 18 officers on active duty and 17 on the retired list were appointed Commodore.

During World War II the U.S. Navy had well over 100 men who held the one-star rank of Commodore. None, however, are currently on the active list or in the Naval Reserve.

Still today, an officer who commands a flotilla or squadron of men-of-war is given the honorary title of Commodore. Also, the British Admiralty makes a small number of appointments to that rank in the Royal Navy.

• ***Rear Admiral*** – Apparently the term Rear Admiral stems from its use as a high honorary title in England.

It was not until the 19th century, however, that the U.S. Navy commissioned its first Rear Admirals. The act of 16 Jul 1862 authorized the Navy to commission up to nine Rear Admirals on the active list and the same number on the retired or reserve list.

The first group of men to be given the rank of Rear Admiral were selected for distinguished service, but as later vacancies occurred, they were filled by regular promotion.

Admiral of the Navy
George Dewey

Currently there are 205 Rear Admirals (Line) on the active list.

• ***Vice Admiral*** – David Glasgow Farragut was the U.S. Navy's first Vice Admiral. This was not the beginning of the rank, however. The rank of Vice Admiral, like many other ranks, traditions and customs that we know today, was imported.

History indicates that the rank evolved from the more ancient titles of Lieutenant Admiral or Lieutenant of the Admiralty. It became Vice Admiral in the Royal Navy in the early 1700s and finally, about 100 years later, Vice Admiral of the United Kingdom.

In December 1864, David Farragut became the U.S. Navy's first Vice Admiral. Later David D. Porter was promoted to that rank when Farragut was promoted to Admiral. Still later, Stephen C. Rowan was made Vice Admiral when Farragut died and Porter was promoted to Admiral.

After both Admiral Porter and Vice Admiral Rowan died, no further promotions were made to Vice Admiral until 1915. Today we have 32 vice admirals on the active line officer list.

• ***Admiral*** – In past years, as today, Admiral has been a title and rank with great dignity. Men of vision and greatness have given the title the distinction that it enjoys today.

The term Admiral seems to have been introduced in Europe during the Crusades. The first appointment

to this rank in the Royal Navy came in 1297 when King Edward I appointed William de Leyburn as Admiral of the Sea, of the King of England. Shortly after this (1302) a man was appointed Captain and Admiral. It is believed that the title, Captain, delegated executive command while that of Admiral delegated legal powers.

Admirals have long been men of authority. In France, Louis IX introduced the title which was given equal rank with Marshal of France.

Long before the U.S. Navy appointed its first admiral, many Navy officials urged that ranks above Captain be made in the U.S. Navy. In 1841 the Secretary of the Navy pointed out that all the navies in the world except ours had admirals. At the same time he told of difficulties and embarrassments that some officers had experienced when dealing with officers of other countries because of the rank difference.

The first Admiral in the U.S. Navy, Farragut, was appointed from Vice Admiral in July 1866.

Today the U.S. Navy has seven line officer Admirals on the active list. They are, in order of precedence, George W. Anderson, Harry D. Felt, James S. Russell, Charles R. Brown, Robert L. Dennison, Harold P. Smith and John H. Sides.

The title of admiral stems from the Arabic *Amir-al-Bahr* or Commander of the Seas. Later the Romans used *Sarraccenorum Admirati*, and when the title was first used in England it was *Admiralius* and finally *Admyrall*.

• ***Fleet Admiral*** – This rank was unknown until 1944 when it was created by legislation. Admirals King, Leahy and Nimitz were first appointed to this five-star rank in December 1944. Admiral Halsey received the rank of Fleet Admiral in December 1945. The only Fleet Admiral currently on the active list is Chester W. Nimitz.

• ***Admiral of the Navy*** – This rank is no longer in existence, but one officer did hold it for a time. As was said before, George Dewey was promoted to the rank of Admiral of the Navy in 1899 after his successful battle with the Spanish fleet at Manila Bay.

In this discussion of Navy ranks, we have not talked about warrant officers or midshipmen, although neither can logically be ignored.

A ***warrant officer*** is, of course, an officer, but a particular type; while a midshipman is not exactly an officer.

LONG LINE OF STRIPES—Many ranks of today's naval officers had a beginning many years ago in military service of an older nation.

Warrant officer was a rank in the Navy as early as 1775, although at that time a WO was appointed and not in line for promotion as warrant officers are today. From 1843 until 1863 no new warrant officers were appointed. Again in 1959 the warrant officer program was discontinued. The program could be reinstated, however, if the need once again exists.

Fleet Admiral
Chester W. Nimitz

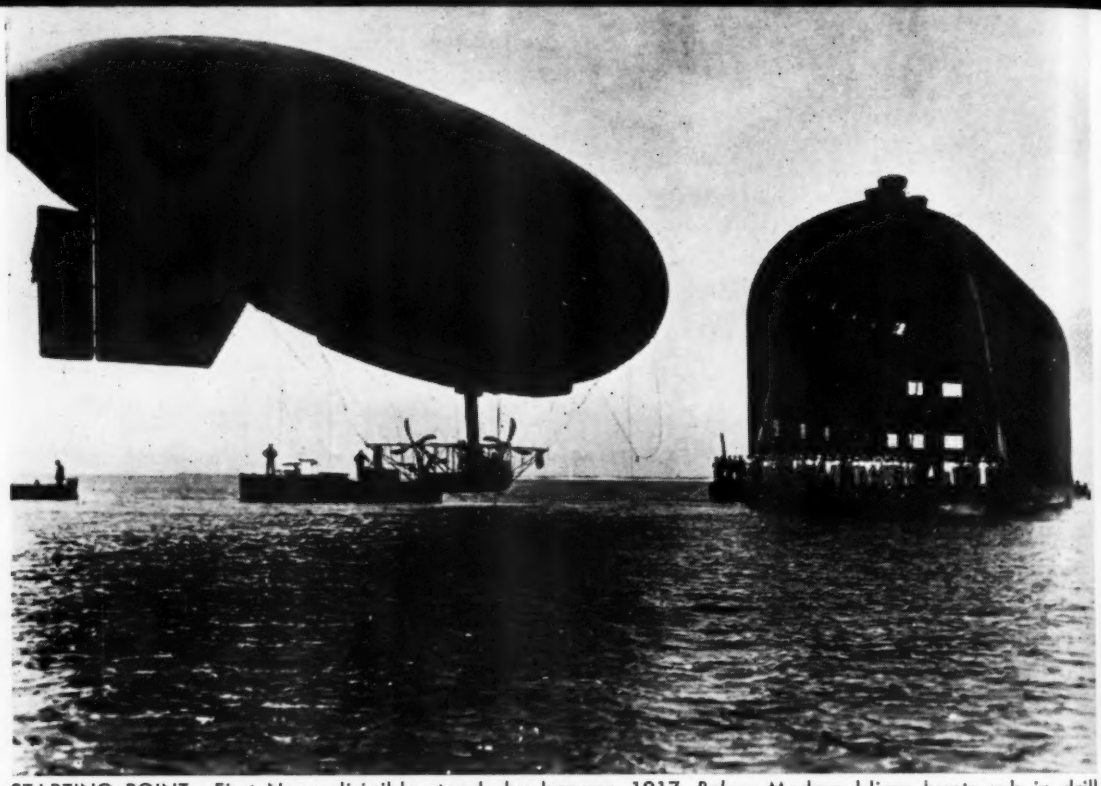
A ***midshipman***, although not an officer as such, does rate a salute and is an officer of a sort.

Originally a midshipman was a youngster aboard ship who carried orders from the officers to the crew. These young men became very familiar with their ship and were generally considered to be officer trainees. With this ancestry it apparently seemed the logical name for undergraduates at the Naval Academy.

Today most of us probably tend to believe that the ranks we have are here to stay. This may or may not be true, however. There is some talk of again using the one-star rank of Commodore for regular promotion. The other services have a specific one-star rank, and the equivalent rank in the Navy is Rear Admiral, lower half, since the rank of Commodore is not being used.

Perhaps we may see the one-star rank return to the Navy, but it may be by a name other than Commodore. That particular title is fairly well entrenched in the Navy as an honorary title for flotilla or squadron commanders.

— Erwin A. Sharp, JOC, USN



STARTING POINT—First Navy dirigible stands by hangar, 1917. *Below:* Modern blimp hunts sub in drill.

Blimp

THE BLIMPS HAVE been deflated and stowed away. Only two remain. They, too, will be placed in storage by the middle of next year.

Thus ends a sometimes controversial, sometimes glamorous, but always exciting branch of Naval Aviation.

The Navy's role in the era of flying gasbags goes back nearly as far as 50-year-old Naval Aviation itself. Many of our early fliers scoffed at the slow, vulnerable airships Germany had used with some success during World War I, but a few pioneers, including the first designated Director of Naval Aeronautics (CAPT Mark L. Bristol), liked the bags and directed that specifications be issued to manufacturers.

The first and only A class dirigible (the DN-1, later designated A-1), delivered to the Navy in 1917, was not entirely successful.

The B class of limp (non-rigid) airship, however, which was ordered in quantity (16) the same year, was a success. The first blimp (original nickname for B class, limp balloon, carried through the years as slang

PROUD RECORD—During WW II airships escorted 89,000 surface vessels without a loss to enemy subs.

...Begin Their Final Bow

for any non-rigid) was 163 feet long, 46 feet high, and 40 feet wide. Its two propellers were driven by a 100-horsepower gasoline engine. During the blimp's first flight, which lasted two hours, it consumed a paltry 22 gallons of gas, cruised along at 35 mph.

The C class, which made its appearance late in World War I, also did very well for the Navy in the immediate postwar period.

SPURRED BY THE blimp's success, Congress in 1919 went a step further to authorize the purchase of one rigid dirigible (gasbag built around a metal frame) abroad and the construction of another at home.

Shenandoah, first U. S. - designed and built rigid, was commissioned in 1923, and, before her loss in a squall over Ohio, operated successfully for two years.

In 1928, contracts were let for two more—*Akron* and *Macon*. These were a radical departure, especially in size, from previous airships, having a 6,500,000 cubic foot capacity. (*Shenandoah's* was 2,290,000.) *Akron* served for nearly two years, and so did *Macon*. Both were lost in accidents at sea.

Only the *Shenandoah*-sized *Los-Angeles*, built in Germany and delivered to the Navy in 1924, had a comparatively long life. She carried out LTA experiments for eight years, successfully launched a glider, and helped develop, among other things, a hook-on device for airplanes.

In all, *Los Angeles* did well, logging more than 300 flights during 500 hours in the air. Finally, in 1939, after 15 years (eight of them in service), this last of the rigids was stricken from the Navy list, and LTA work was left to the smaller, non-rigid types which eventually proved their worth during WW II.

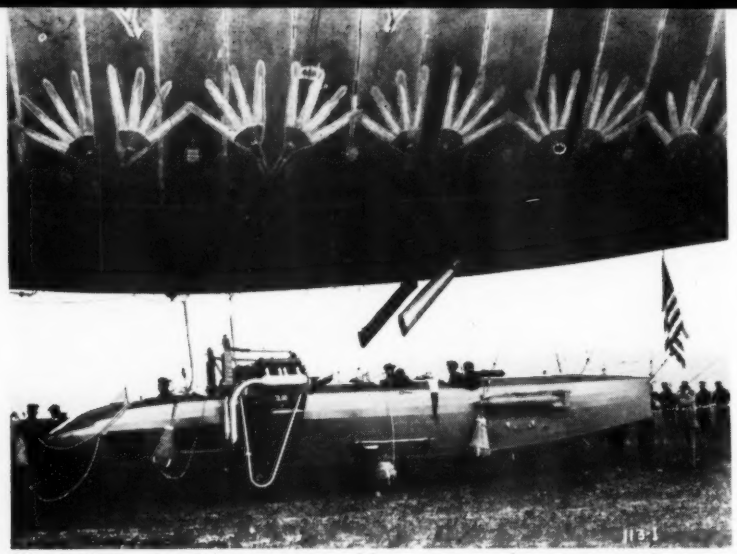
Some of the knowledge gained from experiments with *Los Angeles* went into the development of the experimental ZMC-2, the only metal-clad airship (aluminum sheets riveted together) built for the Navy, and, generally considered a semi-rigid airship. Studies for the design of similar craft were made, but no others were ever built.

ANOTHER NON-RIGID of the 1930s was the K-1 type training blimp, a prototype of the K-2 and K-3 classes which later emerged for action in World War II. At first the K-1 was considered too large to be a success (actually, she was 25 per cent smaller in cubic capacity than the K-2), but she served successfully for eight years.

The K-3, ordered in 1940 and delivered in 1941, was a blimp that had stood the test of time since World War I, and was the model for a fleet of World War II airships. Her streamlined car, actually a frame of welded steel thinly covered with aluminum alloy, was suspended internally. She had an airplane-like bomb bay and also boasted a retractable landing gear.

It would be extremely difficult to pin down any one facet of military strategy as a blimp specialty, but many LTA authorities agree that, in value, the blimps soared to their greatest heights while performing ASW and escort missions.

At the war's outset, the Navy fortunately had ten airships on hand.



OLD-TIMER—Gondolas and Navy blimps came a long way as shown in comparison of 1918 airship (above) and modern blimp on next page.

In late December of 1941 a Japanese sub attacked a U. S. ship off the California coast, and German U-boats were active on Atlantic approaches.

In 1942 the situation was almost out of hand. The Allies were losing ships through enemy submarine action faster than they could be built. In Atlantic coastal areas alone, over 450 merchant ships were sunk. As of 30 Jun 1942, only eight airships were available for patrol and escort service.

Then came the blimps — lots of them. In a crash program more than 100 airships were placed in commission by the end of 1943 to join patrol planes and hunter-killer groups in the war on enemy subs.

In 1943, sinkings declined to 65, and the following year dropped to eight. None of these ships were sunk while under airship escort. By that time the blimps were patrolling three million square miles off the Atlantic, Pacific and Mediterranean coasts.

AT WAR'S END the airshipmen had good reason to be proud of their record. During the war they had escorted 89,000 surface ships without a single loss to enemy subs, even though well over half of these ships operated in submarine-infested waters.

And, despite the blimp's lack of speed and flexibility, only one airship was lost during an engagement, and even this one — K-74 — was downed only after a mechanical malfunction. (In July 1943, K-74 made a run over a German sub in the Florida Straits. When the blimp's bomb-release mechanism failed, the sub shot her down.)

In all, World War II blimps made 55,900 operational flights while logging more than 550,000 hours in the air.

Since the war, the blimp has given several convincing demonstrations of its ability to stay aloft for long periods of time.

In the Spring of 1957, for example, a Navy airship flew continuously for 11 days without refueling. The blimp traveled from South Weymouth, Mass., to the coast of Portugal, down the west coast of Africa, and then, in the vicinity of the Cape Verde Islands, headed back across the Atlantic. It finally landed at Key West. If any doubters of the airship had cropped up since the war, the trip clearly demonstrated the blimp's endurance.

Earlier that year, five airships manned an AEW station off the New England coast continuously for 10 days. Weather was the area's worst in years with combinations and variations of ice, snow, rain, fog and 60-knot winds. Conclusion? Blimps could relieve each other on station during a period when weather had grounded other types of military and commercial aircraft.

One airship flew in continuous icing conditions for 32 hours; another was airborne under similar conditions for 56 hours. Takeoffs and landings were made with ceilings under 100 feet during snowstorms, and with winds from 30 to 50 knots.

In 1958 another blimp flew from the United States to within 500 miles of the North Pole, conducted Arctic research and dropped mail and supplies to ice scientists.

Let's see what the blimp proponents had to say about it as a detection arm of an ASW team. The blimp was claimed by its enthusiasts to possess the deadliness of a 50-knot destroyer decked out with the latest in sub searching equipment. LTA men also claimed that the blimp.

BAGGY COUPLE—Navy blimps moor to mobile masts at Lakehurst.

with its ability to hover and carry more and larger types of detection equipment than any airplane, was superior to its teammates as a sub spotter and warning craft.

Some skippers of conventional subs were ready to agree on this point. Said one: Planes, destroyers and helicopters are just the normal occupational hazards of our profession. But once a blimp pins you down, he can stay with you until the end of time.

Diehard balloonists explain such an observation this way: A destroyer may make so much noise itself it could have trouble hearing a lurking sub. The sub, conversely, could hear the destroyer, and might very well do something about it. As for heavier-than-air craft, they may indeed spot a sub, but, unless they can be relieved on station, the sub will have to be disregarded after a few hours in favor of a trip to the nearest refueling depot.

A blimp, on the other hand, the proponents agreed, can just sit and wait for the sub to surface. Nuclear subs, of course, are in a class by themselves.

THIS ABILITY to maintain contact with a submarine and a capability, through airborne CIC, of directing other forces in for the kill, were the blimp's basic advantages. For these jobs, they were equipped with a wide variety of sonar devices, magnetic airborne detection gear, homing torpedoes or nuclear depth charges, and long range radar.

Now for the rebuttal. The blimp's lack of speed, and its lack of ability to press home an attack were obvious disadvantages. These, along with the increased use of HTA craft to perform blimp functions, were the main justification for the phasing out of the blimp.

What next?

First of all, the 100 officers and 625 enlisted men involved in the no-more-blimps announcement are being transferred to other assignments.

As for the blimps, eight of the 10 which were still in active service have been deflated, preserved, and placed in war reserve storage. The remaining two will be kept active for research and development projects until the middle of next year. They will be supported by the Airship Test and Development Department at NAS Lakehurst, New Jersey.

In one of these research programs, engineers may use the two remaining blimps as "flying wind tunnels." It has been established that airships can easily be converted to test certain aircraft that would otherwise require large, expensive wind tunnels.

Experiments have shown that models of vertical and short takeoff and landing aircraft can be tested for control by hanging them beneath the blimp on a retractable strut 33 feet long. (In the past there has been very little information available on low-speed aerodynamics because of the difficulty in using standard wind tunnels, which are not usually designed to simulate low speeds.)

The blimp "tunnel" system is designed to measure a model's lift, drag, and pitch, and simulate its takeoff and landing. Models with wing spans up to 60 feet and fuselages up to 14 feet long have already been tested. Models twice this length can probably be handled in future tests.

Since weather seldom hampers blimp operations, such "tunnel" flights can be scheduled right through the cold Lakehurst Christmas season.

When these two research blimps are eventually deflated and stored next June, a total of 15 will be available for mobilization.

The helium removed from the gasbags is being kept in storage. The empty bags are stripped of gondolas, fins and other metal parts. By the end of October, Airship Patrol Squadrons 1 and 3, and Fleet Airship wing 1 will be completely decommissioned.

In the past, much has been written about NAS Lakehurst and its role through the years as a bastion for Navy blimps. However, it seems appropriate here to review briefly the station's history.

It has been a very colorful one.

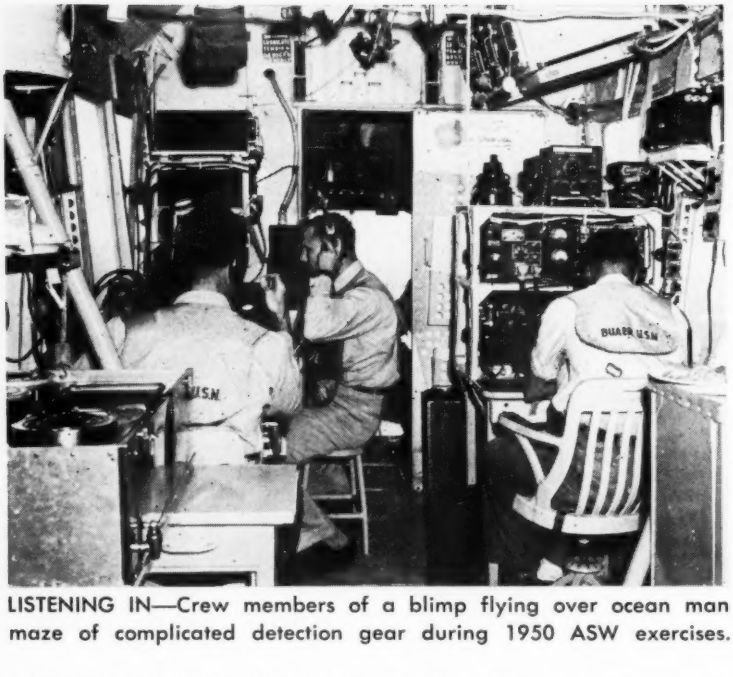
EXTRA DUTY—*Falcon* comes in to land at Marine Corps air facility on West Coast while assisting in oceanographic surveys of Pacific waters.

THE LAKEHURST SITE is (or was) the oldest and largest LTA base in the United States. The station itself is located 65 miles south of New York and 50 miles east of Philadelphia. It covers an area of 11 square miles.

The Army used the location as an artillery and ammunition test range during World War I. In 1921 the Navy took over the area to build *Shenandoah*, and it has been the Navy's main blimp base ever since.

Included in the station's end of the termination plan is the inactivation of the Airship Overhaul and Repair Department. By the end of November all maintenance equipment will be preserved and any excess buildings will be closed.

However, six other Navy activities supported at Lakehurst will not be affected. These are Fleet Helicopter Utility Squadrons 2 and 4, the Na-



LISTENING IN—Crew members of a blimp flying over ocean man maze of complicated detection gear during 1950 ASW exercises.

val Air Test Facility for Ship Installations, the Naval Air Test Center Detachment for Aircraft Carrier Suitability, Naval Air Technical Training Unit and the Naval Air Reserve Training Unit, including an air wing staff and six squadrons.

These remaining activities, which will continue operations as they have in the past, represent a military population of 2300 officers and enlisted men, plus 700 Naval Reserve squadron trainees.

(An aside: One of the Navy's most beautiful chapels, of Gothic design, was erected at Lakehurst in 1932 by New Jersey's American Legion. Dedicated to all airmen, living or dead, it is known today as the Cathedral of the Air.)

Far from resembling a chapel, but somewhat inspiring in their own right, are the base's blimp hangars. One is so large that some blimpmen claim the condensation of water vapor in the air is sufficient to cause rain inside the closed hangar. (For the record, and in case you're a meteorologist, the stormy hangar measures 188 feet high, 264 feet wide, and 807 feet long.)

Two other Lakehurst hangars are said to be the world's largest all-wood structures of their type. Each is 1000 feet long and 240 feet wide. (If you haven't tired of reading such comparisons as how many football fields could be laid out in an area of these dimensions, we'd like to punt out that three games could be played simultaneously in each of them, with plenty of room for spectators.)

Despite the size of these structures, housing airships required extremely careful handling on the part of ground crews. There was little room to spare with a bulging blimp on the premises.

THE MOST COMMON blimp of recent years, and the type most affected by the mass deflation program, is the 975,000 cubic foot ZPG-2, a 340 by 100-foot airship used primarily as an AEW unit. (Last, and largest, of the non-rigid was the ZPG-3, which is also on the way out.)

Two 800-horsepower engines mounted inside the ZPG-2's cabin provided a speed of from 65 to 70 knots. Actual propulsion was achieved by two props mounted on outriggers projecting from each side of the car.

The control car itself, attached by steel cables to supports which run along the top and sides of the bag, measures approximately 85 feet in length. It is a double-decker type with crew quarters, galley, and, in general, most of the conveniences of home.

The flight controls of recent blimps could be operated either manually or automatically. A single pilot controls both vertical and horizontal direction, or, in cooperation with his co-pilot, could divide the piloting duties.

All controls are operated through a single column duplicated at both the pilot and co-pilot stations. This is a departure from earlier ships, which required two pilots.

Like all true blimps, there is no structural metal in the ZPG-2, except for its rudders and elevators. Helium in the envelope, maintained at two inches of water pressure differential from the atmosphere, kept the bags filled out.

Around the blimp's nose, however, aluminum battens (similar to those used in sails) were laced into the fabric so the bow would not be distorted if the blimp had occasion to head into a high wind. Air tanks (blimpmen call them ballonet chambers) provided trim fore and aft.

Despite its two engines, the ZPG-2, or any blimp, for that matter, was similar to a free balloon in that most of its lift was provided by helium, not power, and could be free-ballooned for hours should its engines cut out. Gas leakage from the airships was extremely slow. Rips have been repaired while in flight, and even in the case of "serious" leakage there could be several hundred miles of travel before a landing was absolutely necessary. But a blimp without power was literally a free balloon, and had to be handled as such. And, as we have seen, Navy blimpmen handled the big bags under many different conditions.

Airship pilots are also qualified heavier-than-air pilots, so even though the blimps are gone, they won't be out of a job. They usually alternated a two-year tour of blimp flying with a similar hitch in HTA.

The pilot's major change in approach from heavier- to lighter-than-air flying was his definition of ordinary air. With an airplane, he was taught to consider air as a flowing medium. When he did an LTA stretch, he thought of air as a gaseous mixture in which a lighter body could float.

But with such technicalities cast aside, the airshipmen weren't really much different from other Navy airmen. To some of them, a hitch with the blimps was just another tour of duty. To others, it was a way of life.

— Dan Kasperick, JO1, USN.

LETTERS TO THE EDITOR

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept. Washington 25, D. C.

Manning Rail on Springfield

SIR: One of the letters to the editor in your June 1961 issue deals with salutes during the manning-the-rail ceremony. Your answer (p. 51) was along the lines that, although the correct procedure in such a case would be for the officers and men at the rail not to salute, the opposite procedure is carried out aboard ships of the Sixth and Seventh Fleets (among others).

I should like to point out that aboard USS *Springfield* (CLG 7) the first procedure is carried out. Those at the rail do not salute.

Here is a quote from a *Springfield* instruction entitled *Manning the Rail; procedures for:*

"G. The rail being manned, the Officer of the Deck will cause 'Attention' to be sounded at the approach of the dignitary. At one blast of the bugle or the first gun of the salute, all hands not in ranks or at rail shall salute, holding the salute until two blasts of the bugle are sounded or the final gun of the salute."—CAPT. J. V. Noel, Jr., USN

• *Thank you, captain, for the info. It seems about as authoritative as anything can be on this subject. Since* Springfield *is flagship of the U.S. Sixth Fleet—and right under the gun of* COMSIXTHFLT*—shipboard honors and ceremonies must be carried out in a way that's about as right as right can be.*—ED.

Old Navee Sub Duty

SIR: I read the article, "Submarine Dolphins," in the January 1961 What's in a Name column with interest. It reminded me of my days in a submarine.

In 1920 I qualified for submarine duty aboard USS *N-7* home-ported at New London, Conn. I also served aboard USS *N-5*, *R-21* and *T-3*.

In those days submariners received $1.00 per dive (not to exceed 15 dives per month), plus $5.00 per month for dungarees. We used to say Uncle Sam bet us a dollar we wouldn't come up after a dive. Some of us won but others didn't.

When we went to sea, we were lucky to wash with fresh water or get our clothes off between ports. I don't recall ever having gone to sea without the ship's breaking down.

I have been wondering if this service entitles me to wear the submariner's dolphins? I am now attached to a Reserve surface division.

I would like to hear from some of the old-timers who served with me. — Norton O. Wandell, BMC, 62 Newport St., Buffalo 23, N. Y.

• *Your description of life on a sub back in the Roaring Twenties is quite a reverse commentary on the progress made in both the efficiency of submarine operation and the comforts afforded crews of the later model diesel and nuclear subs.*

The records here show you qualified for submarines on 1 Nov 1923. Since there is no record of subsequent disqualification, it appears you are entitled to wear the silver dolphins.

We might add that, in our opinion, you really have earned them. — ED.

Gold Badge on Peacoat

SIR: I rate gold service stripes on my dress blue jumper. Am I authorized to wear a gold rating badge on my peacoat? If so, does the rating badge on the peacoat have to be the same as the rating badge on the blue jumper being worn? — A.H., AMS1, USN.

• *If you rate gold service stripes, you rate a gold rating badge. It should be worn on both the jumper and the peacoat. However, service stripes are worn only on the jumper.* — ED.

Paricutin Challenges

SIR: A new entry in the challenge department. . . . The ammunition ship USS *Paricutin* (AE 18) recently completed a five-month deployment with the Seventh Fleet. During that period, this SERVPAC ship chalked up what she claims is a peacetime record of 73 ships rearmed (given ammunition in an underway replenishment).

Paricutin's CO and crew challenge any other PACFLT AE to top, or even match, her record.

Our San Francisco-based ship also maintained an accident-free schedule, with all commitments successfully met.

A record of "73 for Task Force 73" is another way of putting *Paricutin's* accomplishment. — The Crew, USS *Paricutin*.

• *That's the challenge. Can any* PACFLT *AE meet it?* LANFLT? — ED.

Displaying U.S. Flag

SIR: Recently we received a request for information which has caused quite a bit of discussion. Can you supply the facts?

At a reception to be given by the British Consul in a hotel, there is to be a display of the United States, United Kingdom and Luxembourg national ensigns. Could you tell us how this is done? They are to be displayed flat on the wall.

I say the flags should be as nearly as possible of equal size, and that they should be arranged from left to right with the United States flag first followed by those of Luxembourg and the United Kingdom. This arrangement is as they would be seen when facing the wall. They should all be the same height.

Am I right? — D. L. W., LCDR, USN.

• *You would be right if the United States were hosting the reception. The rules for displaying the United States and foreign flags may be found in Art. 2181, "U. S. Navy Regulations" and Annex A of DNC 27. These regulations are not binding on foreign countries.*

Since the United Kingdom is host for the reception, the proper display will be determined by their rules for display of national flags rather than those of the United States. — ED.

Members of 400 Club

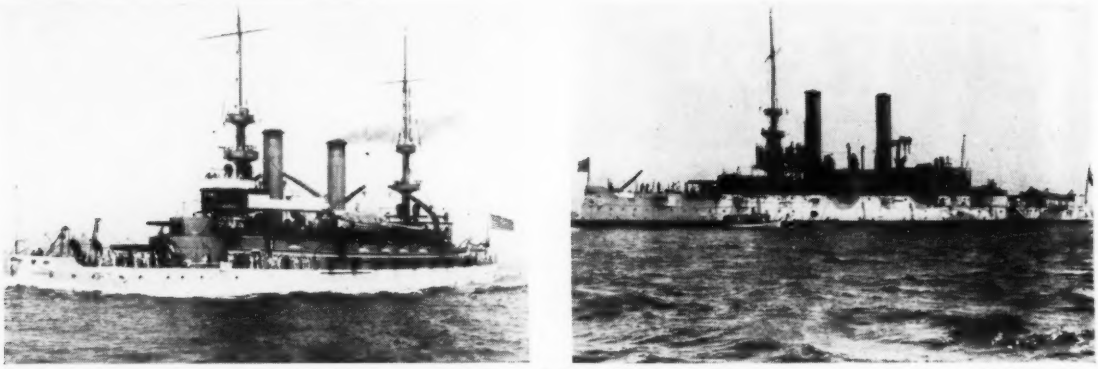
SIR: While deployed with the Seventh Fleet in the Western Pacific from 3 May 1960 to 8 Jun 1961, USS *Rupertus* (DD 851) was at sea over 60 per cent of the time, steamed 85,000 miles and refueled at sea 77 times.

We don't claim this to be a record, but we do take pride in the fact that we also completed 400 consecutive days of overseas service without having missed an operational commitment or assignment.

To celebrate the occasion, our ship's baker whipped up a huge cake decorated with the inscription "400 Club." Even the newest member of the crew, who had been aboard only 8 days, could not help but feel proud.

During the celebration I told the crew that good fortune had indeed smiled on them but that at least 95 per cent of the credit for the record they had compiled must go to their good preventive maintenance, proper operation of equipment, and fast repair work. No doubt we'll increase this record as time goes on. — CDR A.C. Ansorge, USN, CO, USS *Rupertus*.

• *We'll be watching for your report. Keep up the good work.* — ED.



GREAT GUNS—Battleships *USS Kearsarge* (BB 5) and *(Rt.) USS Iowa* (BB 4) were among best of their day.

A Fast-Moving Navy

SIR: I think I was the last of the 10 readers to get our copy of ALL HANDS. The magazine was dated March 1958.

I still found it interesting, however—especially one article about Rota, Spain, because it was my last deployment with the Construction Battalion.

There was another article which told about experiments with the *Polaris* weapons system. This one really caught me off guard because now, just four years later, *Polaris* is operational. It shows how fast the Navy is moving.—E. B. Durand, SWF3, USN.

• *You have a good point there. It sometimes take a reminder like a three-year old magazine to make us realize just how fast the Navy is moving forward. Most of us tend to believe that everything is about the same now as it was four or five years ago.*

It's when we look back a few years at specific items, such as Polaris, *that we realize just how wrong we are. The only trouble with looking back is that it makes us feel old, and we can't let that happen, even if it's true.* — ED.

Stars for Lorain County

SIR: Recently a full-dress captain's inspection was conducted aboard USS *Lorain County* (LST 1177) which was especially important to us.

During the inspection our CO, LCDR C.E. Nimitz, USN, reenlisted seven men out of our crew of slightly over 100. Five of these men will participate in the Navy's STAR Program, and six of the seven reenlisted for the first time.

The reenlistees were: John F. Baker, EN2; Donald L. Dickinson, SN; John B. Gilbert, SN; Phillip F. Gillette, FN; Barry W. Kitsch, SN; Ronald Monegain, SN; and Larry R. Peres, EN3.

This number of men may seem insignificant to men on board larger ships, but to the crew of this LST, seven is a sizeable number. — D. W. Stapleton, ENS, USNR.

• *You have a right to blow your horn a little. Seven men out of an LST crew is a goodly number.*

When you commented that the small number might sound insignificant to men in larger ships you were probably correct. But when we read this, we set our editor-in-charge-of-statistics-and-figures to work to show men of your larger sisters just how many men they would have to reenlist to attain this same ratio.

The way we figure it, you reenlisted slightly more than six per cent of your crew. If an aircraft carrier the size of Forrestal (roughly 3000 enlisted men) were to ship over this same percentage, it would have to reenlist some 180 men.

Although this figure is a little more impressive, and might get more publicity, the percentage is the same as yours.

Nice going. — ED.

Iowa and Kearsarge

SIR: In your September 1960 issue (Page 43) you printed an article under "What's in a Name," entitled "Sailing States." I would like to ask a question about USS *Kearsarge*.

I'd like to know the class of this ship. The article said, "Next came *Iowa* and *Kearsarge*." Is it possible that there was an earlier USS *Iowa* — earlier than the *Iowa* that's now in the Reserve Fleet? What class of battleship was *Kearsarge?*

This information means a lot to me. You see, I have plans for my future, such as, first going to Annapolis, and gradually working my way up to admiral. — Brent C. Hewel (age 12).

P.S. My father is a chief aboard USS *Los Angeles*.

• *The* Iowa *mentioned in the article is the BB-4, an 11,410-ton, 362½-foot "sea-going coast-line battle ship." She was commissioned at Philadelphia, Pa., in 1897 and had a main armament of four 12-inch, eight 8-inch and six 4-inch rifles.* Iowa *was the only ship of her category and was stricken from the Navy list in 1923.*

Kearsarge *(BB 5) might be considered the lead ship of her own class. She was commissioned 20 Feb 1900, and her one sister ship* — Kentucky *(BB 6) — was commissioned 15 May of that year. These two ships were about 13 feet longer and 130 tons heavier than the* Iowa *but had the same beam, 72¼ feet. Main armament consisted of four 13-inch, four 8-inch and 14 5-inch rifles.*

These were fine ships in their day. But if they could be compared with your father's ship, they would look mighty old-fashioned.

Keep up with your school work, Brent, and pay attention to your physical fitness, and you'll find that you'll improve your chances of going to the Naval Academy.

Could it be that your father has something to do with your strong interest in the Navy? — ED.

Navy's Only Steam-Propelled LST

SIR: We thought you might be interested in reporting the recent exploits of USS *Talbot County* (LST 1153), the only steam-propelled LST in the active Fleet.

Talbot County returned to the Amphibious Base at Little Creek, Va., recently, after a tour in the Mediterranean with Task Force 61. We participated in amphibious landings in Spain, Italy and Greece.

During these exercises, our ship functioned as a helicopter landing platform, logging some 200 takeoffs and landings with more than 1600 combat-outfitted troops.

Our small craft demonstrated the ship's versatility by making a small scale landing of our own at Cape Teulada, Sardinia. These boats ferried a fire control party during shore bombardment exercises by units of the TF.

We think *Talbot County* did an outstanding job in handling many phases of amphibious warfare during the seven-month cruise. — The Crew, LTS 1153.

• *Talbot County is, in fact, the Navy's only steam-powered LST, although there were two such ships commissioned in the late '40s. The other,* USS Tallahatchie County, *was taken out of commission early this year to be converted into an advanced aviation base ship (AVB 2) by the Navy.* — ED.

LDO Potential

SIR: I have a few questions about my present status as a warrant officer and also about my potential should I be selected as a limited duty officer.

1. If I am selected as an LDO(T), will I be commissioned as an ensign or a lieutenant junior grade?

2. If I am appointed ensign as a result of this year's selection, what will be my date of rank?

3. About how long must I serve as an LDO(T) ensign before I become eligible for LTJG?—for LT?

4. What will happen to me if I decide to remain a temporary warrant officer? Arithmetic shows me that my goal of 30 years' naval service will be denied me if the warrant officer program is completely phased out in 1975. At that time I will have only 28 years' service. Will I be allowed to revert to CPO and complete 30 years' service, or will I be forced to retire on 28?—CWO H.C.J., USN.

• *We would like to take your last question first, because this seems to be the one most asked by warrant officers.*

There are no plans to curtail the career of any professionally and physically qualified warrant officer short of 30 years' service. The 1975 date has been used merely as a date when the majority of warrant officers will have reached the 30-year level. If you wish to finish your 30 as a temporary warrant officer even if it is after 1975, there is nothing in the mill that will stop you.

If you are selected as a limited duty officer, you will be commissioned in the grade as determined by the Chief of Naval Personnel, consistent with the needs of the service.

Eighteen months after being commissioned ensign, you would be eligible for LTJG, and four years after making ensign you would be eligible for LT.

The probable date of rank for men selected as a result of this year's selection has not been determined.—ED.

Working His Way Back

SIR: Last October I was court-martialed and busted from SK1 to SK2. This court-martial did not involve any lack of ability as a storekeeper.

Is it possible to get my rating restored without taking the advancement examination? I have learned my lesson and truly regret the bust, particularly the loss of prestige. – C.F.J., SK2, USN.

• *Ordinarily you would be subject to normal advancement procedures, which require you to serve two years as petty officer second class before you can be allowed to compete again for SK1.*

However, Article C-7212 of the "BuPers Manual" does allow your commanding officer, in an exceptional case, to request that the Chief of Naval Personnel restore your rating without normal advancement procedures. Before he writes the letter, however, he must observe you for at least six months.

This article is designed for those men who are especially deserving of restoration of rate and is definitely not a normal procedure. Most men who take a bust, such as you did, are required to work their way back. – ED.

STERN VIEW — Guided missile cruiser *USS Topeka* (CLG 8) sets out to sea with *Terriers* aboard.

Basic Military Requirements

SIR: Most recent publications on training courses for advancement state that *Basic Military Requirements* (NavPers 10054) is mandatory for advancement to pay grade E-3. However, *Training Publications for Advancement in Rating* (NavPers 10052-H), does not list this as a required course.

The *Manual of Qualifications for Advancement* (NavPers 18068), page eight, states: "Candidates for advancement in rate or rating must complete the practical factors and successfully pass the written test based on the practical factors and examination subjects listed in this section. Military requirements are applicable to all candidates for advancement irrespective of the rating to which they are advancing. Candidates for advancement to a given pay grade are responsible not only for the military requirements applicable to that pay grade, but also for those applicable to all lower pay grades."

Why, then, isn't *Basic Military Requirements* (NavPers 10054) listed in NavPers 10052-H as a mandatory requirement for advancement to E-3? – H.M.C., YNC, USN.

• *As you say, NavPers 10052-H, and previous issues of that bibliography, do not indicate that completion of NavPers 10054 is mandatory for promotion to pay grade E-3.*

However, a forthcoming revision (NavPers 10052-I) will so indicate. This revision was scheduled for distribution some time in June, and should be available at your command soon. – ED.

ON THE AIR—Pilots and crew line up for photo in front of their HTL-6 copter after setting unofficial record of 72 hours, 2 minutes aloft.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D.C., four months in advance.

• *North Sea Mine Force Association* – The 20th annual reunion will be held in the Hotel New Yorker, New York City, on 12, 13 and 14 October. For information, write to J. J. Kammer, 54 Walnut Ave., Floral Park, Long Island, N.Y.

• USS *Steuben County* (LST 1138) – Men attached to LST 1138 during World War II, who are interested in holding a reunion, may write to CDR C. B. Briscoe, USN, U.S. Naval Examining Center, U.S. Naval Training Center, Building 2711, Great Lakes, Ill.

• USS *Stafford* (DE 411) – The second annual reunion will be held on 14 October at the Ambassador Hotel. For further details, write to Elias Lipschutz, 119 Saranac Street, Rochester 21, N. Y.

Passed But Not Advanced

SIR: When the results of the February exams came out, I learned, to my dismay, that I had passed the test for AK3, but due to quota limitations was not advanced. Instead, I was designated AKAN.

I believe that if a person passes the exam, but is not advanced because of such quotas, he should receive an increase in pay, if not in rating. I would like to know why this isn't done. – N.J.S., AKAN, USN.

• *As we see it, the present advancement system is not only practical, but indeed quite fair.*

Although you passed the AK3 exam, it doesn't necessarily mean you have what it takes for advancement. The AKAN designator you received is intended to be an incentive to enable you to continue your training and studies within the AK rating so that the next time exams roll around you will have boned up enough to qualify for advancement. Fair enough? – ED.

Computing CWO's Retirement Pay

SIR: I have read various instructions on the subject of retirement pay for Commissioned Warrant Officers, but have yet to find a definite answer in the case of a CWO with 29 and one-half years' continuous service.

My question: When a CWO retires with 29 and one-half years' service, is his retired pay computed on the "over 26 years" basic pay scale or on the "over 30 years" basic pay scale? – R.M.K., JR., CWO, USN.

• *Assuming you have been on active duty continuously since 1 Jun 1958 or earlier, the formula for computing your active non-disability retired pay is: Two-and-one-half per cent – times – the monthly basic pay you are receiving on the day of your retirement – times – your years of service creditable for pay purposes.*

In applying the formula to your particular case, the second factor (monthly basic pay) would be that of a CWO-4 with over 26 years' service. The third factor (years of service creditable for pay purposes) would be 30, since a period of six months or more counts as a full year for the purpose of determining this multiplier.

Official word on this may be found in paragraph 3.m. of BuPers Inst. 1811.1B – ED.

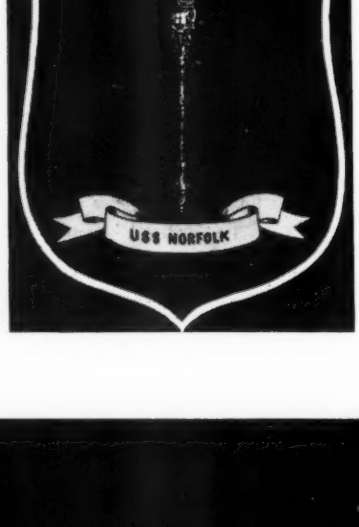
Norfolk's New Insigne

SIR: We think you will be interested in a change made recently aboard USS *Norfolk* (DL 1)–she now proudly carries a new emblem.

Norfolk which was built at a cost of more than 44 million dollars – with money raised by the citizens of Norfolk, Va., through war bond subscriptions – has changed her emblem to conform to the history of the city. It now features a picture of the city's mace mounted on a shield with a scroll beneath the mace inscribed, USS *Norfolk*.

The mace on the ship's emblem is a copy of that presented to the-then Borough of Norfolk by Lieutenant Governor Robert Dinwiddie of the Dominion of Virginia in mid-eighteenth century.

Maces were originally instruments of war, useful for cracking helmets and skulls of medieval warriors.



They later became symbols of authority and, as such, became highly ornamented works of art.

The pride and affection the citizens of Norfolk feel for USS *Norfolk* are shown in their efforts in creating her. *Norfolk* now seeks to honor them by carrying a representation of the mace of Norfolk on her sides. – Harry C. Royal, III, ENS, USNR.

• *Norfolk, Va., is about as Navy as a city can get without actually putting out to sea.*

The feeling the city has for Norfolk *is well known and we think it appropriate that the representation of its mace should go to sea on the insigne of its Navy namesake.* – ED.

He Can't See Shore Duty

SIR: I was rather disappointed to learn upon being graduated from Class "A" Yeoman School that I, along with several others in my class, would be stationed at one shore command for the duration of enlistment. In my case, until June 1964.

Many old salts have informed me I should be grateful to be ordered to shore duty rather than sea duty. I say no. I am not.

Why should an unmarried seaman faced with three years' service receive a choice shore billet when there are men in the Fleet screaming for just such an assignment? Personally, I would prefer sea duty and a chance to go overseas. That was one of the main reasons I chose the Navy over one of the other services.

Does the Navy plan to revise the present policy of having "A" school graduates spend all of their active duty ashore? – J.M.S., YNSN, USN.

• *The latest directives on this subject provide that "A" school graduates remain ashore for their entire first enlistment, or three years if the enlistment is for six years. At present, there is nothing in the works to change this.*

This doesn't mean, however, that all "A" school grads will definitely be assigned ashore if they would rather go to sea. If you indicate a preference for sea duty on your school's availability report, the Navy makes every effort to see that you get it.

In some instances, however, urgent service needs take precedence over personal desires, and you will be assigned to shore duty whether you request it or not.

A review of your orders shows that the Chief of Naval Personnel made you available to EPDOPac for assignment since you had not requested shore duty. EPDOPac had the choice of ordering you to duty afloat, overseas duty, or Fleet shore duty. You were needed ashore. – ED.

Side Boys for EM

SIR: I have seen several variations in the number of side boys used for piping a CPO into retirement. They run all the way from using every chief on board to eight or less.

Are such honors classed as special, and technically not regulation? As far as I can determine, if side boys are to be used officially, enlisted men would rate only two. – T.M.A., BMC, USN.

• *Side boys for retiring chiefs, or any other enlisted man, are not prescribed or specifically authorized by regulations. The number to use when piping an enlisted man into retirement, therefore, is up to the people who arrange the ceremony.*

"Navy Regulations" (Art. 2139) prescribes the number for officers. – ED.

National Service Life Insurance

SIR: When the holder of a National Service Life Insurance policy dies, from what source is the insurance money paid to designated beneficiaries? Is it from NSLI funds, or from a special fund set up by Congress?

Also, may the money in the NSLI reserve fund be invested in any manner? How is the amount of the annual dividend determined? – I.F., PHC, USN.

• *When an NSLI policyholder dies, the proceeds of the policy are paid from the participating NSLI Fund. The assets of this Fund, as of December 1959, were slightly more than six billion dollars. The majority of this money is invested in U. S. Treasury Notes and policy loans.*

The annual dividend that is paid is determined by the Administrator of Veterans Affairs. It is based on an actuarial formula, after all payments due the NSLI have been received and the liabilities ascertained. – ED.

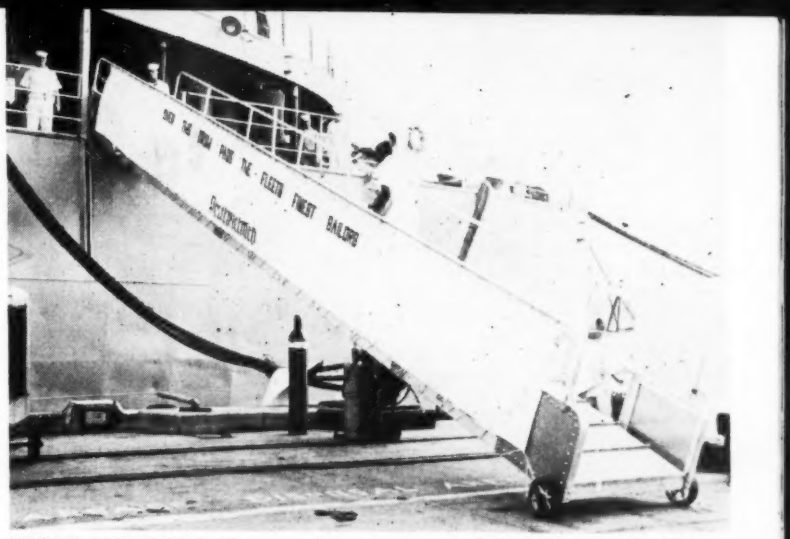
Time for Pro-pay

SIR: I thought a person in an outstanding effectiveness rating was eligible to participate in the examination for P-1, providing he has served or is obligated to serve seven years' active duty.

I served three years in the USMC and will have eight years' accumulated service when my present enlistment in the Navy expires. I was recommended for P-1, but was not permitted to participate because I didn't have enough service. How do they figure? – C.W.O., MR2, USN.

• *They were correct in not allowing you to take the proficiency pay examination. Service in the Marine Corps is not active service in the Navy for advancement or proficiency pay purposes.*

You will not be eligible for pro-pay until you have served in the Navy for seven years, or have obligated yourself so that you have a combination of seven years' obligated service and actual time served in the Navy. When you reenlist you'll be eligible. – ED.



PROUD NAVYMEN—Sign on the gangway of *USS Sierra* (AD 18) expresses the pride that destroyermen feel for their part of the Navy.

Jet Mechanics

SIR: I was under the impression that our Navy was switching to jet power in naval aviation. Because of this, I became an ADJ (aviation machinist's mate, turbo-jet mechanic), rather than an ADR (reciprocating engine mechanic).

If this is true, why is there such a great difference in the number of men in the two aviation machinist's mate ratings? I can understand the need for ADRs, but it seems to me there would be at least an equal need for good qualified jet mechanics.–W.R.H. ADJC, USN.

• *You're correct in assuming that the Navy is going for jet power in its aircraft. This, however, will take some time. The requirements for ADs already reflect the change.*

Currently there are about twice as many ADRs in the Navy as there are ADJs, but that ratio will reverse itself in the years to come. The advancement opportunities for ADJs, for example, as a result of the August 1961 examinations, will be greater than those for ADRs. This trend will continue as the number of jet aircraft increases and the number of planes with reciprocating engines decreases. – ED.

Extension Year At Sea?

SIR: I am due to be rotated from shore duty in September 1961, the same month in which my current enlistment expires. To complete 19 years and six months' service before transfer to the Fleet Reserve, I need a year extension.

Can I expect orders to sea duty for the extra year, or will I be retained on board my present command? – R.J.R., AD1, USN.

• *You are obviously planning to extend in order to become eligible for transfer to the Fleet Reserve. When you do extend, you will be rotated to sea to complete the extra year.*

BuPers Inst. 1830.1A explains the reasoning behind this. In effect, it says: Since so many people are going into the Fleet Reserve nowadays it is necessary to cut down on the extension of shore tours for them. Otherwise, these extensions would interfere with the orderly system of sea-shore rotation. – ED.

Reservist Retires

SIR: I am a Naval Reservist, now on active duty, who has served in both World Wars and the Korean conflict. I have some questions concerning retirement.

First, I have been told that the years from the end of WW II until 1949 could be counted towards retirement, provided the Navyman concerned was at least in the inactive Reserve. When did this period actually end?

Second, is it possible for a Reservist to go into the Fleet Reserve after 19 years and six months of active duty?– A.B.D., PHC, USNR.

• *The answer to your first question presents no problem. The cutoff date was 30 Jun 1949.*

Your second question is a little more complex, since in your case there are two types of retirement to be considered – Fleet Reserve – and Retired Reserve.

Reserves on active duty can go into the Fleet Reserve after 19 years and six months of active duty.

You might also transfer to the Retired Reserve under Title 10, USC 6327, after 20 years of active duty, providing 10 of the last 11 years were continuous.

As for which would be best for you, that would depend on the details of your particular case. – ED.

Command At Sea Insigne

SIR: With regard to BuPers Notice 1020 of 25 Nov 1960, I would like to know if the Command at Sea Insigne can be worn by a former commanding officer who has reverted to his enlisted status (CPO) – assuming, of course, that all other requirements are met. – E.J.A., QMC(SS), USN.

• *Enlisted personnel are not eligible for the Command at Sea insigne. BuPers Notice 1020 of 25 Nov 1960 limits eligibility to officers who are serving in command, or who have successfully completed a normal tour of duty in command of commissioned ships or aviation squadrons.*

If an enlisted man, who has successfully commanded a commissioned ship or aviation squadron while serving as a commissioned officer, resumes his officer status after retirement, he may then apply for the insigne. Application may be made to the commandant of the naval district in which he resides.

The device may be worn on the uniform of a commissioned officer not above the rank of captain.

It cannot be worn with the enlisted uniform. – ED.

TAR Applying for LDO

SIR: I have checked the latest directives on eligibility requirements for TAR personnel who wish to apply for commission under the LDO(T) program. They leave me slightly confused.

BuPers Inst. 1120.18G states that I must be in the Regular Navy on the date I take the examination for LDO. Does this mean that, since I am active with the Training Administration Reserve, I am not eligible to apply?

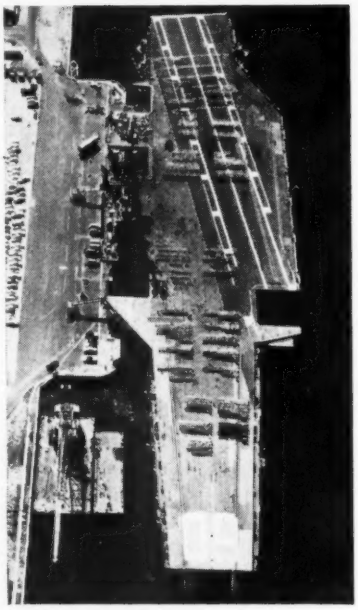
Next, I intend to ship into the Regular Navy in May 1962. The LDO instructions say I must apply for LDO in March of the year when I plan to take the examination. Could I apply for LDO in March 1962 while I'm still a TAR and take the exam in June, at which time I'll be USN?

Another problem: I will probably get transfer orders in late May 1962. Assuming I will be eligible to take the test the following month (having shipped Regular the month before), is there a provision for holding me at my present command for a few days so I can take the exam?–W.E.D., SKC, USNR.

• *If you plan on shipping Regular in May 1962, you would be correct in applying for the LDO(T) Program that March. However, you must be serving in the Regular Navy when you take the written exam (Officer Selection Battery) in June.*

You will probably be given 30 days' lead time when you reenlist in May, so the chances are good that you'll still be at your present command when exam time rolls around. To be on the safe side, though, you should submit a delay in transfer request with your availability report (see BuPers Inst. 1130.4F).

BuPers Inst. 1120.18G, which you mentioned, contains all the provisions or exceptions for administering the Officer Selection Battery.–ED.



LOOKING DOWN — Crew members line up on flight deck of USS *Saratoga* (CVA 60) moored at her home port, Mayport, Fla.

GI Educational Benefits

SIR: I am assistant personnel officer of a patrol squadron, and recently I received an inquiry about veterans educational benefits that I wasn't able to answer with any degree of assurance.

It is my understanding that GI educational benefits expire in January 1965. The specific question I was asked involved a man who plans to enroll in college before January 1965. If he enrolls before the deadline date, will his benefits continue throughout the number of months of education to which he is entitled, or will all such benefits end on January 1965, regardless of enrollment date? – P.S.K., LTJG, USN.

• *The January 1965 date is an absolute deadline and all benefits under the Korean GI Bill must be received by that date. The enrollment date has nothing to do with it.* – ED.

Nice Day for 'Dux'

If you've ever been in Miami, you'll probably agree that liberty there is among the best to be found anywhere. However, the liberty is even better when the Miss Universe Beauty Pageant is underway in that city.

The men on board the seaplane tender USS *Duxbury Bay* (AVP 38) can honestly say that – at least for once – they were at the proper place at the proper time. They not only pulled liberty in Miami during the beauty pageant, but were honored also with a visit to their ship by Miss Universe of 1961, Marlene Schmidt of Germany.

Clockwise from upper left: (1) Marlene Schmidt, Miss Universe of 1961, is piped aboard *Duxbury Bay* at Miami. (2) Miss Universe and G. Sidor, EM3, view the city from the bridge. (3) N. Georgijewski, IC2, plants a kiss on the cheek of Miss Schmidt. (4) Capt. L. R. Geis, USN, CO of *Duxbury Bay*, gets a nice slice of cake as Miss Universe and the ship's crew look on. (5) Miss Schmidt thanks R. Dismang, CS3, for his part in preparing the buffet luncheon.

— Story by WO Douglas L. Murray, USN.
— Photos by James A. Hendricks, PH2, USN.

The Service Pistol

THERE COMES A TIME in the career of just about every Navyman when he has to handle a pistol. Gangway watch, shore patrol, guard mail, brig or prisoner guard, or payday guard are some occasions when you may find yourself with a pistol on your hip.

You'll probably be carrying the Navy's standard service pistol, known as an "automatic pistol, caliber .45 M1911A1." This is the weapon you are checked out on as a candidate for advancement to E-4.

As its 1911 date indicates, it has been around quite a few years. Although the present M1911A1 differs from the original model only in minor details, it's still a good weapon.

Many Navymen have completed their tours without ever having to fire a small arms weapon in line of duty, but you should know how to use it and, equally important, *when* it should be used. Details may be found in the *Landing Party Manual* and numerous training courses, but you'll find here a condensed version of those words of wisdom.

Of course, you'll probably have specific orders pertaining to the particular duty you are carrying out, but according to OpNav Inst. 5500.4A, an individual is authorized to fire a weapon *only* under the following conditions:

- To protect his own life or the life of another person where no other means of defense will be effective in the particular situation.
- To prevent the escape of a person known to have commited a serious crime such as armed robbery, murder, or rape, and there is no other effective means available to prevent such escape.
- To prevent acts of sabotage, espionage, arson or other crimes against the government after all other available means of preventing these crimes have failed.

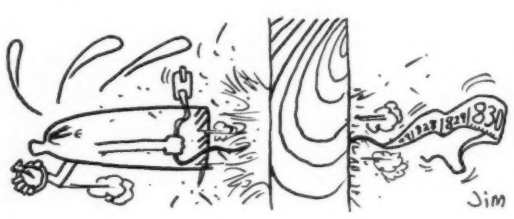
In other words, think twice before you fire your gun deliberately. To avoid accidents, follow these rules:

- Keep the pistol in the holster, except when relieving the watch, or when you are called on to use the pistol or have it inspected. (This also means that you shouldn't examine, clean, polish or play with the pistol on watch. It isn't just a toy that goes bang-bang.)
- Keep the pistol chamber unloaded. However, there should be a full magazine in the pistol – unless you are told otherwise.

LET'S TAKE A GOOD LOOK at the gun itself.

The M1911A1 is a recoil-operated, magazine-fed, self-loading pistol. It has a magazine capacity of seven rounds, weighs two pounds seven ounces, has a .45-inch bore caliber and the weapon measures 8.6 inches in over-all length.

A bullet leaving its muzzle has a velocity of approximately 830 feet per second and a maximum range of 1600 yards. The maximum effective range is considered to be 50 yards. (But this is all relative. If you fired at a white pine board 250 yards away, the bullet would penetrate four inches – and a one-inch penetration in white pine corresponds to a dangerous wound in a human being.)



THE BEST WAY to become acquainted with a weapon is to field-strip it.

First, make sure your pistol is unloaded. Point it in a safe direction and remove the magazine by pressing the magazine catch. Then pull the slide to the rear and inspect the chamber for a live round. Release the slide and lock the safety lock. Next, rest the pistol's butt on a flat surface with the barrel and receiver group in a vertical position, with the butt end down and pointing toward you.

Press the recoil spring plug inward and turn the barrel bushing to the right until the recoil spring plug and the end of the recoil spring protrude from their seat, releasing the tension of the recoil spring. As the recoil spring plug protrudes from its seat, keep your finger or thumb over it, so it won't jump away and hit you or get lost. Draw the slide rearward until the smaller rear recess in its lower left edge stands above the projection on the thumbpiece of the slide stop. Then press gently against the end of the pin of the slide stop which protrudes from the right side of the receiver. Remove the slide stop.

The barrel link is released by this action–which allows the barrel with the barrel link and the slide to be drawn forward together from the receiver. They carry with them the barrel bushing, recoil spring and plug, and recoil spring guide.

These parts are removed from the slide by withdrawing the recoil spring guide from the rear of the recoil spring and drawing the recoil spring plug forward from the slide. Next, turn the plug to left to remove from recoil spring. Turn the barrel bushing to the left

SAMIs Can Be Found Almost Everywhere

The Navy has a moderate small arms competitive program which features qualified and trained instructors located throughout the country to assist those in the area in small arms matters. These Small Arms Marksmanship Instructors are available for conducting classes, qualifications firing, and similar activities.

You will find SAMIs at the following Naval Districts: 1st, 3rd, 4th, 5th, 6th, 8th, 9th, 11th, 12th, 13th, 14th and 17th. They are also at NAVSTA Key West, Guantanamo and San Juan, and at Naval Air Stations Patuxent (PRNC), Jacksonville, Pensacola, Corpus Christi and Memphis. A Small Arms Training Unit is located at Camp Elliott, attached to the Naval Training Center, San Diego.

until it may be drawn forward from the slide. This releases the barrel which, with the barrel link, may be drawn forward from the slide. By pushing out the barrel link pin, the barrel link is released.

That's how to field-strip it. To put it back together you merely proceed in the reverse order, if you can.

Cleaning the Pistol. The first step is to make sure that it is unloaded.

Most mechanical trouble can be traced to improper care and cleaning.

Since damp air and moist hands cause rust, your pistol should be cleaned and protected after every drill or handling. To clean the pistol before firing, rub it with a rag that has been lightly oiled. Then wipe it with a dry cloth. Swab the bore first with an oily flannel patch and then with a dry one. Dust out the crevices with a small, clean brush.

Cleaning After Firing. After your pistol has been fired —and not later than the evening of the day it was fired —you must clean it to remove powder residue. For the next two days it should again be cleaned and oiled. (Caution: Don't oil the bore before cleaning it.)

Here's how you clean your gun after firing. First, remove the slide and barrel. Saturate a patch with rifle bore cleaner. Dry-cleaning solvent or hot soapy water may be used if you don't have any rifle bore cleaner. Insert into the breach the cleaning rod and cloth patch and work it back and forth several times. Then do the same thing with the cleaning brush.

Next, run several patches saturated with the cleaning agent through the bore—and follow these with dry patches until they come out clean and dry. If the bore is still not clean repeat the process. After the bore is clean, saturate a patch in the preservative oil and run it back and forth through the barrel a number of times.

After firing, swab all surfaces of the slide and receiver, first with a saturated oily patch, and then with dry patches. Pay close attention to crevices. Cover all parts with a light coat of oil after cleaning.

Firing Your Pistol. Here is one process that must be carried out under an instructor. But some knowledge on your part of what's going on will help a great deal.

Insert the magazine into the receiver. Draw the slide back all the way and then release it. This brings the first cartridge into the chamber. (Should the slide be open, push down the slide stop to allow the slide to move forward.) The hammer is then cocked and your pistol is ready to fire.

If you want to make your pistol ready for instant use and ready to fire the maximum number of shots (eight) without delay, draw back the slide and insert a cartridge by hand into the chamber of the barrel. Then allow the slide to close. Next, lock the slide and the cocked hammer by pressing the safety lock upward, and insert a loaded magazine. Then, when raising your pistol to the firing position you need only press down the safety lock.

Aim at your target and squeeze.

That's about the bare outline of firing. There are many finer points, such as grasping the pistol, position of the body, sighting and aiming, and trigger squeezing, that you'll get from your instructor.

THE M1911A1 IS ONE of the safest pistols you'll ever meet. Nevertheless, you have to cooperate with it just a little if you want to avoid a tragedy. No matter how familiar you become with your weapon, you should still remember that it is capable of killing a man — including yourself. Here are some basic safety pointers to keep in mind:

- Never, no never, point a gun at a person in fun.

It won't be funny if it is accidentally discharged and you are faced with a manslaughter charge. More grim to live with, if you are like most of us, will be the knowledge that you have injured, crippled or killed a shipmate through your carelessness. This will stay with you for the rest of your life.

- Assume that every pistol is loaded until you have proved it to be otherwise.
- Always unload your pistol before leaving it where someone else may handle it.
- Never put your finger inside the trigger guard until you intend to fire the gun.

There are other safety rules to be followed when on the firing range but, again, you will be briefed on these by your instructor.

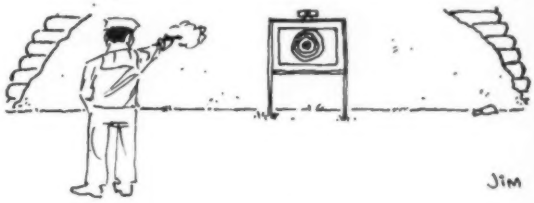
ALL QUALIFIED PERSONNEL, both officer and enlisted must requalify at specified periods to maintain their proficiency. Some men, such as those with duty in landing parties, security watches, air crewmen, guards and Seabees will require more advanced study and practice than those whose duties do not require use of a weapon.

But whether you carry a pistol as a part of your routine duties, on rare occasions, or almost never, you'll probably receive your training and practice on a shoreside pistol range.

Navy pistol ranges incorporate 15-yard, 25-yard and, usually, 50-yard positions from which different courses may be fired.

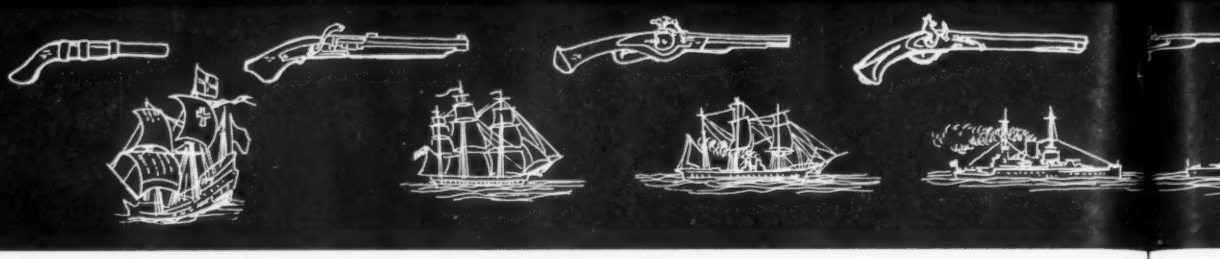
Forty rounds are fired in the Pistol and Revolver Expert Course (Course E). Maximum score is 400. The qualifying scores are: Expert — 300; Sharpshooter — 280; Marksman — 220.

Pistol Experts are awarded a medal and authority

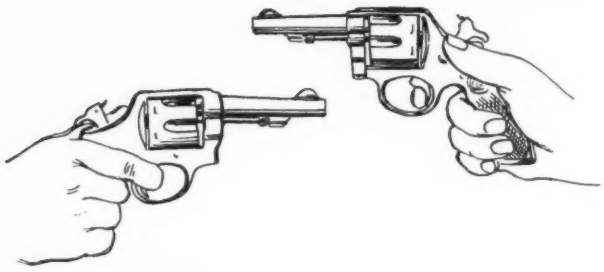


to wear the corresponding ribbon. A designation above Expert is Distinguished Pistol Shot. This rates a gold badge. Details on these and other aspects of qualifications in all types of small arms, and the trophies and awards for Fleet Matches, U. S. Navy Matches, National Matches and National Rifle Association Matches are contained in Section XIII of the *Landing Party Manual* (1960 edition).

— Wm. J. Miller, JOCM, USN



FACTS ON PISTOL HANDL



HOW TO CARE FOR YOUR PISTOL

Always clean your pistol at the end of each day's firing.

Never fire a pistol with any dust, dirt, mud or snow in the bore.

Before loading, make sure that no patch, rag, or other object has been left in the barrel.

Don't lay the pistol on the ground, where sand or dirt might enter the bore or mechanism.

A pistol left in a leather holster will rust owing to moisture absorbed by the leather.

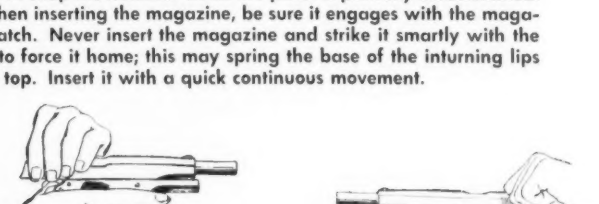
To remove a cartridge that has not been fired, remove the magazine, then extract the cartridge by drawing back the slide. Be sure to look into the chamber to make certain it is empty.

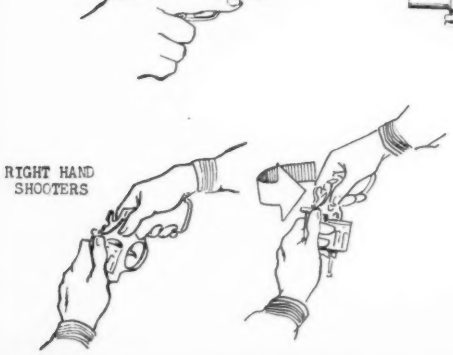
Never use a dented or damaged magazine.

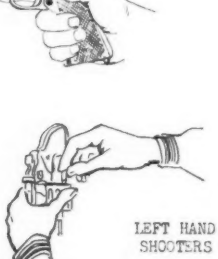
Keep the pistol clean and lightly lubricated, but don't let it become gummy with oil.

Don't snap the hammer while the pistol is partially disassembled.

When inserting the magazine, be sure it engages with the magazine catch. Never insert the magazine and strike it smartly with the hand to force it home; this may spring the base of the inturning lips at the top. Insert it with a quick continuous movement.







SAFETY RULES

Always point the pistol up when snapping it after examination. Keep the hammer down when the pistol is not loaded.

Before loading, draw back the slide and look through the bore to make sure that it is free from obstruction.

On the firing range, do not insert a loaded magazine until the time for firing.

Don't load the pistol with a cartridge in the chamber until you have taken your place at the firing point. If there is any delay, lock the pistol, and don't unlock it until just before you raise your arm to fire.

Always remove the magazine, unload the pistol and lock slide back before leaving firing point.

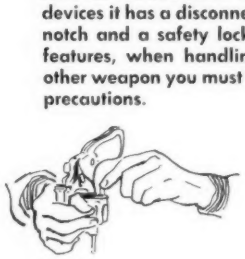
Test your safety devices frequently.

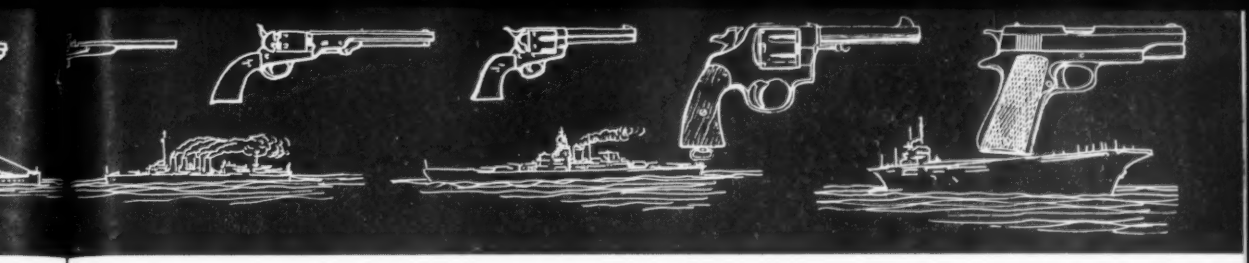
NAVY'S STANDRD H

One of the world's most famous weapons is "automatic pistol, caliber .45, M1911A1." This the weapon that male candidates for E-4 have check out on when taking the small arms practical factors. The *Manual of Qualifications for Advancement in Rating* requires that it be fired, disstripped, cleaned and assembled.

Recoil-operated, magazine-fed, and self-loading, it weighs 39 ounces and is 8.6 inches long. Technically, it is semi-automatic, for you have to pull the trigger for each shot. If it were a true automatic weapon the remaining shots would be fired as long as you kept the trigger squeezed.

The firing pin cannot touch the primer unless it receives the full blow of the hammer. For safety devices it has a disconnector, grip safety, half-cock notch and a safety lock. Despite all these safety features, when handling and firing this or any other weapon you must be alert to follow all safety precautions.





ADLING FOR NAVYMEN

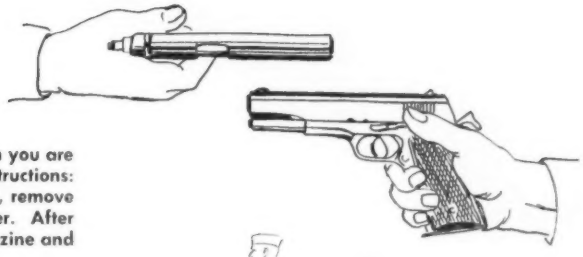
PASSING

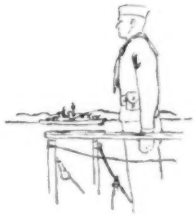
To avoid accidental discharge of your weapon when you are relieving the watch or being relieved, follow these instructions:

When you are being relieved, come to raised pistol, remove magazine, lock slide open, and inspect the chamber. After making sure the chamber is empty, you turn the magazine and pistol (with slide open) over to your relief.

When you relieve the watch, stand to one side of the man you are relieving. When he turns the pistol over to you, check the number of rounds in the magazine, make sure the chamber is empty, *release the slide before inserting the magazine*, and immediately return the pistol to the holster.

Bear in mind that 90 per cent of all accidental discharges occur because the handler fails to release the slide before he inserts the magazine.





AND RD HAND WEAPONS

The .38 caliber Smith and Wesson revolver is another gun you may encounter during your career, especially if you are in aviation. Issued during World War II as a substitute for the .45 M1911A1, a considerable number are still in use. It is frequently issued to flight personnel because of its lighter weight. (It weighs only 29 ounces.)

The cylinder contains six chambers and, as on other Smith and Wesson revolvers, rotates in a counter-clockwise direction (when looking forward, as when sighting).

Safety features include the hammer block, the rebound slide, the bolt and cylinder stop. The hammer block provides protection against the gun being accidentally fired if dropped.

This weapon may be fired both single- and double-action, with the single-action method being the more accurate. Double-action can be used effectively up to about seven yards. Single-action will generally be more accurate at longer ranges.

ON THE FIRING LINE

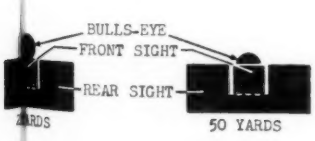
Stand at right angles (roughly) to the firing line with your feet about 15 inches apart. Distribute your weight equally on both feet. Try to be well balanced and relaxed. The shoulder of your extended arm should be raised slightly.

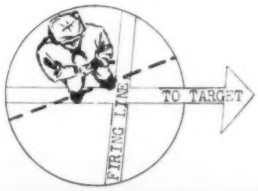
Just how far your body lines up from an exact right angle to the firing line is determined by the ease with which your head can be turned. There should be no strain on the neck muscles. Your stance—with the exception of your extended shooting arm—should be maintained with the least muscular effort. Balance your body instead of holding it in position. The hand of your non-shooting arm may be placed at your waist, in a pocket, or you can just let it hang naturally.

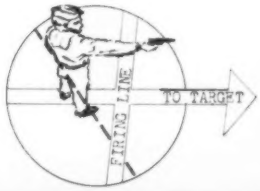
You will be using an open sight. For perfect alignment, line up the top of the front sight with the top of the rear sight. There should be an equal line of light on either side of the front sight as it sits between the two sides of the rear sight. Avoid canting (tipping sideways) your pistol. The specific point to aim at varies with the pistol and the distance. With most guns, at 25 yards the aim is usually taken at the bottom edge or at the bottom part of the bulls-eye; at 50 yards, in the center or upper part of the bulls-eye.

When your sights are lined up on the target, take a normal breath. Hold it until you have fired.

You don't pull the trigger—you squeeze it. Apply pressure—gradually and without jerks—straight back.







★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

WINNING COMBINATION—Crew Ten of NAS Norfolk, Patrol Squadron 44 has racked up a perfect score in ASW competition for third year.

Big Brain at Point Loma

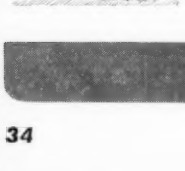
San Diego's Point Loma has become the home of the Navy's first Fleet Computer Programing Center. It is manned by approximately two hundred naval and civilian scientists, mathematicians and programers who are moving from the Naval Electronics Laboratory to occupy the new center.

The center's personnel will work with digital computers to produce computer programs for ships of the Fleet. Programs are necessary to operate the Naval Tactical Data System (NTDS) composed of transistorized computers, pictorial displays and digital communications equipment now being installed in several combatant ships.

NTDS will greatly increase the ability of task force personnel to keep tabs on high-speed targets by automatically computing and processing battle intelligence, solving and displaying combat problems and communicating information and orders between units of a task force.

These automated processes occur instantaneously and continuously.

YESTERDAY'S NAVY



In September 1865 the United States Naval Academy was moved from Newport, R. I., to Annapolis, Md. On 1 Sep 1814 the U. S. Sloop *Wasp* sank the British brig *Avon* with some of her crew in a night flight. On 5 Sep 1776 the Marine Committee decided upon the uniform to be worn by officers of the Navy and Marine Corps. On 5 Sep 1795 the United States concluded a treaty of amity and friendship with the Dey of Algiers. On 7 Sep 1797 the *Constellation* was launched at Baltimore, Md. On 27 Sep 1860 Marines landed at Panama from *USS St. Mary's* during an insurrection.

SubPac 'Es' Set New Marks

The Battle Efficiency "E" awards for fiscal year 1961 had Pacific Fleet submariners scurrying for the record books to see if they had a "first" to report. They did. In fact, they came up with several.

San Diego's uss *Salmon* (SS 573) received an "E" for the fourth straight year – the first time any Pacific Fleet ship has done so. *Salmon*, incidentally, has only been with the Fleet since 1957.

The selection of Pearl Harbor's uss *Sargo* (SSN 583) marked the first time a Pacific nuclear sub had come up with an "E," and uss *Coucal* (ASR 8) received one to reinstate battle efficiency competition among submarine rescue vessels, which had been dropped in that class following World War II.

Other "E" winners were: *Cusk* (SS 348), SubDiv 11; *Grayback* (SSG 574), SubDiv 12; *Bugara* (SS 331), SubDiv 31; *Ronquil* (SS 396), SubDiv 32; *Aspro* (AGSS 309), SubDiv 51; *Diodon* (SS 349), SubDiv 52; *Rasher* (AGSS 269), SubDiv 53; *Sterlet* (SS 392), SubDiv 72; *Gudgeon* (SS 567), SubDiv 73.

Winning Plane Crew

Chalking up a perfect score is a routine matter for crew 10 of NAS Norfolk's Patrol Squadron 44. For three consecutive years the plane's eight crewmen have accomplished a clean sweep in ASW competition, scoring 100 per cent in each of several exercises.

The annual squadron competition consists of exercises to search out and localize an "enemy" submarine, then "destroy" it with rockets, bombs, and torpedoes.

Matching the skills of the airdales against the elusive submarine is emphasized in the scoring.

The squadron insists its winning crew rates an extra pat on the back for their perfect mark of fiscal year 1961. They switched aircraft midway through the year's competition – from a P5M *Marlin* to a P2V *Neptune*. It just goes to show, they say, that names may change, but the game's (and winner's) the same.

Duval County's Odyssey

The men of uss Duval County (LST 758) may have a double claim to fame. They may be the first people to know the exact size of our fiftieth state, and some of them are at least candidates for "the U. S. Navy's loneliest duty" title.

As part of a hydrographic survey of the Pacific Ocean, *Duval County* was assigned the task of making a survey of the outer islands and reefs of the State of Hawaii. The ship traveled from Pearl Harbor to Kure Island and gathered new information and data every nautical mile. At some of the ship's stops, it was impossible to make a boat landing, so a helicopter had to transport men and supplies. A total of 187 of these helicopter lifts was made during the survey.

One of these stops was at Gardner Pinnacles, about halfway between the islands of Oahu and Midway. There wasn't even enough room on the main pinnacle for a helicopter landing, and a boat landing was impossible.

The problem was solved by lowering personnel and supplies in a coaling sack to a small level area on the pinnacle. The men were able to enlarge the level area enough to permit a helicopter landing.

At Necker Island the men found live bombs which were apparently dropped during World War II. The explosives had to be cleared away before the crew could get to work on its survey.

Mr. Push-a-Button

Your radar is useless, your sonar is useless, your guided missile launcher is useless, in fact your entire ship is useless without you and your shipmates. Perhaps we need to be reminded of this sometimes.

A Navy-produced film that is now being distributed to the Fleet should provide the reminder. It is called *Mr. Push-a-button* (MN-9483), and it dramatizes the importance of the individual in today's technical Navy.

The story tells of a lieutenant who is overly impressed with the missile age and thinks men are becoming obsolete. This lieutenant soon comes to realize, however, that all the equipment in the world is worthless unless he has someone to operate it. Machines still can't think.

Through this film the Navy Photographic Center in Washington, D.C., tells an important story.

SUB HUNTER—World's most advanced helicopter weapons system, Navy's twin-turbine HSS-2 helicopter, takes carrier suitability trials.

Hydrofoil Test Craft

If plans work out as they should (which they rarely do) you can look forward to duty some day on ships capable of speeds up to 100 knots.

This possibility came a step nearer when the Navy awarded a contract for the design and construction of a 15-ton high-speed hydrofoil test craft.

The new craft will have the capacity to test a wide variety of foil types and foil arrangements at speeds up to 100 knots. Its catamaran hull will contribute to its versatility in changing foil systems.

During foil-borne operations the vessel will be powered by a turbofan engine. In the normal displacement condition, two 75-hp outboard engines will provide propulsion. The craft will utilize a completely automatic system to control height and vertical motion while "flying" on its foils.

The new hydrofoil test craft is essential to the research and development program aimed at obtaining the knowledge necessary to build large, high-speed, ocean-going hydrofoil ships. It will constitute an important tool in this research.

With a length of 52 feet and a width of 24 feet at the beam, the high-speed hydrofoil craft is expected to be engaged in its testing program within 18 months from the start of construction.

PacFlt Gets Sleek, New DDs

The Pacific Fleet's destroyer arm was beefed up considerably when uss *Henry B. Wilson* (DDG 7) and uss *Agerholm* (DD 826) steamed into San Diego for duty with COMCRUDESPAC.

Wilson, a new ship (commissioned in Boston late last year), is the first guided missile destroyer to be assigned to the Pacific, and is the first Pacific vessel to be armed with the *Tartar* ship-to-air guided missile, a supersonic homing missile designed as an antiaircraft weapon. She is named in honor of the late ADM Henry B. Wilson, who commanded U. S. naval activities in France during World War I.

Agerholm does not claim to be new, but does boast a new look, having just completed a 10-month conversion tour at Mare Island. There she took on a closed-in bridge and a helicopter hangar and landing platform. She was also fitted with tri-barrel torpedo tubes and an *Asroc* (antisubmarine rocket) launcher.

The new DD's are on the job.

Pacific Barrier

As most of the citizens of the United States are aware, there is a giant invisible wall stretching from a point near the Azores in the Atlantic northward across the silent Arctic wastes and down to mid-Pacific.

The wall is like a living thing – it moves and it feels. Its nerve ends are the WV-2 *Super Constellations* whose radars sweep the horizons to warn the United States against impending attack.

The *Super-Constellations* cover about 3000 miles on one mission. They have two radar domes which carry six tons of electronic equipment. The lower dome contains the plane's airborne pulse-radiation search (APS) gear.

This sends out low-frequency, long-range electronic pulses which determine the range and bearing of any radar contact.

The upper dome contains a high-frequency radar which determines the height of a contact.

Inside the *Connie*, there are five radarscope consoles to which information gathered by the equipment in the domes is fed. It is the job of the men working at these consoles to pinpoint the exact position, speed, course and altitude of any blips which become visible on their scopes.

This could be a problem. Turbulent weather rolling the *Connie* could vary the position of a target blip on the radar scope by several miles. To counteract erratic plane movement, a central gyroscopic reference system precisely records the pitch and roll of the aircraft and feeds this information into a device which corrects the angle of both radar antennas for accurate detection.

Any unidentified air or surface contact is reported by the picket plane to barrier headquarters, which in turn relays the information to the North American Air Defense Command at Colorado Springs, Colo.

All the men who work on the barrier have one objective – to keep themselves, their planes and their electronic equipment barrier-ready. A relaxed moment might mean disaster.

—Robert L. Blevins, J02, USN.

HIDAL: Insect Control

Helicopters have been used to haul equipment, missiles, cement, old automobile bodies, other aircraft, and troops. They fly mercy and rescue missions, are equipped to pluck stranded seamen off submarines, fish downed pilots out of the water, and fight forest fires.

In spite of all this whirlybird activity, someone can always dream up new uses for these versatile flying machines. For instance, take HIDAL–the Helicopter Insecticide Dispersing Apparatus Liquid, developed by CDR G. S. Stains, MSC, USN, Officer in Charge, U. S. Navy Disease Vector Control Center, NAS Jacksonville, Fla.

The anti-insect equipment consists of a pair of spray booms which extend 25 feet on each side of the helicopter's fuselage, in a more or less swept-wing fashion.

At the Marine Corps Air Station in El Toro, Calif., Marine Aircraft Group 36 has equipped one of its helicopters with the apparatus to combat insects through the aerial dispersal of sprays. It is not too unlike conventional crop-dusting devices used on fixed wing aircraft, but the Marines say the helicopter apparatus is better because a copter does not need a long landing strip, is highly maneuverable, has a wider spray, and can cover small, isolated areas.

Commander Stains, the Navy entomologist who designed the new equipment, spent six years developing it. He says it can be installed on a helicopter in a few hours, and can be removed and re-installed in a very short period of time.

MOSQUITO BOMBER — Liquid insecticide dispersing apparatus mounted on HUS-1 copter is demonstrated at MCAF Santa Ana.

CCA for Carriers

USS *Lake Champlain* (CVS 39), has put to a new use her electronic radar system which is normally used for the carrier-controlled approach (CCA) of aircraft onto her flight-deck.

It was necessary to make a medical transfer by high line between the escort USS *Eaton* (DDE 510) and USS *Lake Champlain*. USS *Bache* (DDE 470) was to occupy a lifeguard station behind the carrier for safety throughout the maneuver.

Visibility had been cut to 50 yards in the evening fog. Precise maneuvering recommendations were passed from the bridge to the two incoming destroyers via CAA. *Lake Champlain* maintained constant voice communication with *Eaton* and *Bache* via the "land / launch" frequency which is also normally used only by aircraft.

The fog-piercing eye of the SPN 8 radar watched as the two destroyers approached the carrier and began to maneuver into position.

In less than an hour after the maneuver began, *Lake Champlain* made the log entry that the two destroyers were safely guided alongside by the ship's aircraft approach system.

After it was all over, the carrier's exec quipped, "*Eaton* made a fine approach. We had no trouble with her altitude control."

Pt. Mugu's Traffic Cop

A $750,000 "traffic cop" will go into operation sometime this summer at Pacific Missile Range Headquarters, Point Mugu, Calif. From the size of that price tag, however, it's easily apparent that this policeman won't be one of the more familiar human types concerned with highway roadhogging and other earthly motoring sins.

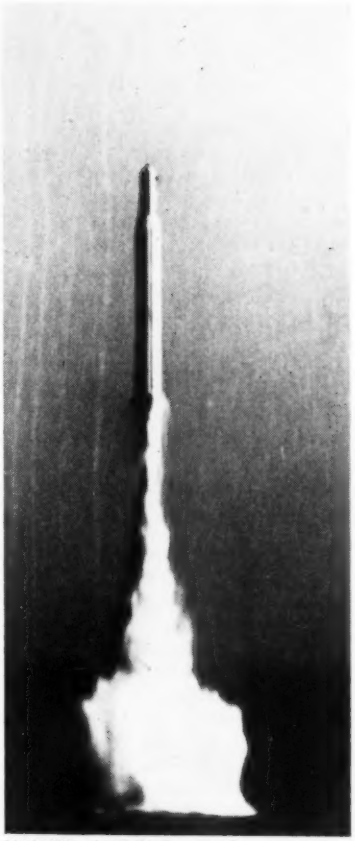
PMR's traffic guardian, instead, will be a frequency interference control center. Its quarry will be an invisible type of traffic snarler—unauthorized radio transmissions and other interference which could disrupt missile and space operations at the Point.

Radio transmissions during missile and space system launchings furnish up to 90 different kinds of information, ranging from velocity to temperature. These transmissions normally occur as often as ten times per second—thus some extremely important data could become garbled, and lost, through radio interference. It could, in fact, become necessary to destroy an expensive missile if it became misguided in its flight because of errant signals. Successful frequency interference control, obviously, rates as an absolute must during the launching of a space shot.

Along with preventing radio interference with missile firings, the Frequency Interference Control Division, which will operate the new control center, is also responsible for coordinating all use of military-assigned frequencies within a radius of 200 nautical miles of Point Mugu. This latter authority has been delegated them by the Joint Chiefs of Staff (Military Communications-Electronics Board).

There have been only scattered instances of interference from civilian sources—it is the military-assigned frequencies, rather, which have, and potentially can, cause most of the difficulties. Military frequency traffic has become so intensive in the Southern California area that there are, for example, more than 500 radar scanners operating in the Point Mugu area alone. Traffic around there oftentimes reaches "bumper-to-bumper" proportions.

The control center currently nearing completion closely resembles a backdrop from some science-fiction movie. Its roof is a weird labyrinth of quad-helix, parabolic and omni-



WATER WORKS—*Hydra II* takes off from the water during tests on launching missiles from the ocean at Point Mugu, California.

directional anntennas, which sweep the sky like giant ears for any passing radio signal. Fanning out from this central point is a track-down team employing both aircraft and mobile monitoring vans. Long arms of this operation are radardome-equipped, four-engine *Super-Constellations*, augmented by several shorter-range, single-engine *Skyraiders*, which can search out a frequency interference trouble spot many miles distant, and vector a mobile ground team to its source.

Tracking down interference with planes and mobile vans may be dramatic radio detective work, but the Frequency Interference Control Division is much more interested in preventing such foul-ups before they occur. A major share of its energies, therefore, are, as we mentioned earlier, directed toward the allocating, coordinating and monitoring of the military frequencies under its control.

Are they doing the job? Well, the Division's 50-man Navy and civilian work-force is extremely proud of the fact that no missile operations have yet been lost through radio interference, though there have been occasional delays.

In at least one instance, moreover, these high-and-low frequency gumshoes prevented what could have been a serious mishap. Just before a test missile was scheduled to blast off its pad recently, they tracked down a radar antenna on one of the offshore islands which was transmitting a signal very nearly duplicating the homing signal being employed in the test.

Not Without SINS

Contracts for some $21 million have been awarded to a California company to produce Ship's Intertial Navigation Systems (SINS) for nine *Lafayette*-class *Polaris* Fleet Ballistic Missile Submarines.

The contracts call for producing three SINS for each of the nine submarines, plus spares and auxiliary equipment.

Submarines due to become SINful are: *Lafayette*, SSB(N) 616; *Alexander Hamilton*, SSB(N) 617; and the SSB(N)s 619; 620; 622; 623; 624; 625, and 626.

Depth Charges for ASROC

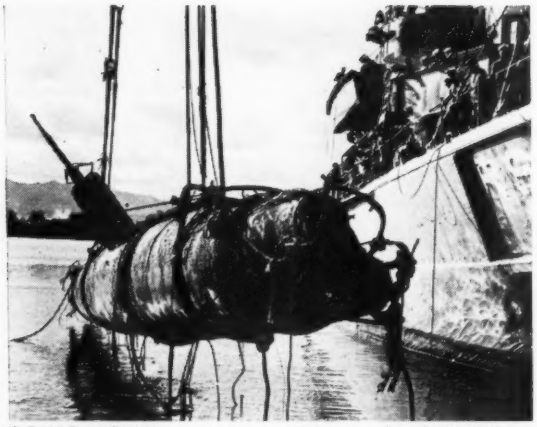
Depth charges will become a part of the Navy's *Asroc* missile system as soon as production gets underway on a newly awarded 1.5 million-dollar Navy contract.

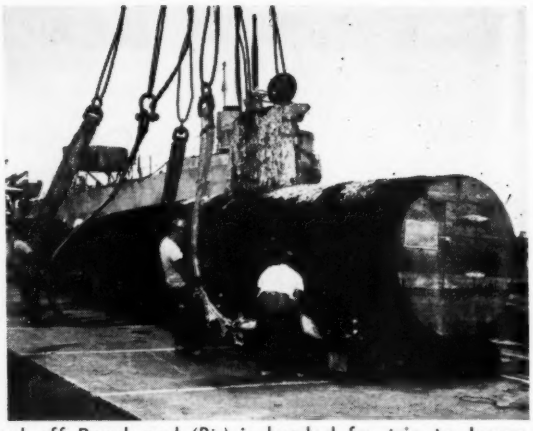
Asroc is an integrated system composed of sonar underwater detection gear, fire control computer, a launcher holding eight missiles and the missiles themselves.

In operation, the depth charges will be launched, as the payload of an *Asroc* missile, from any standard surface ship. When the missile reaches a selected position, the depth charge will separate from the rocket airframe to sink and detonate at a pre-selected depth.

This will make it unnecessary for a ship to close within a few hundred yards of an enemy before launching a depth charge attack.

Asroc's current payload is a homing torpedo, rocket-carried to a predesignated point where it is dropped in the water to travel the remaining distance to its target.





GOING HOME—Japanese midget sub of WW II is raised off Pearl and *(Rt.)* is loaded for trip to Japan.

Midget Sub Returns to Japan After 20 Years

TWENTY YEARS AGO this coming November, five large I-class Japanese submarines left Kure and Yokosuka, Japan, with sealed orders. The submarines each carried pick-a-back an 80-foot midget submarine. Their destination, as the world later learned, was Pearl Harbor.

When the mother subs brought their charges to within striking distance of Pearl Harbor, they were manned and sent off to begin the attack.

Their work proved to be futile. One of the midget subs was forced aground by a Navy plane circling the waters off Oahu. The plane sighted the sub and dropped bombs that forced it onto the reefs along the shore.

Another was found inside Pearl Harbor and raised by the Navy later during the war.

In June 1960, while a group of Navy divers were making practice dives two miles from the entrance channel to Pearl Harbor, the third midget sub was accounted for.

The divers came across its battered hulk lying on its side in 70 feet of water.

A salvage ship, USS *Current* (ARS 22) arrived and, with divers from an explosive demolition unit, raised the hulk by tunneling under the pressure hull and placing cables around it.

When the sub was placed on blocks at Pearl Harbor, the front section was removed and dumped into the deep ocean together with the two 12-foot lethal torpedoes which could not be removed from the bow tubes.

The sub was in fairly good condition, all things considered. There were a few holes in the bottom, a dent in the bow and, of course, a coral crust encircling the entire ship.

Examination of the ship revealed an undogged hatch, a partially burned fuse to a demolition charge, bent piping, a door twisted off the hinges and much shattered glass – all pointing to the fact she was attacked and suffered extensive damage from depth charging. There were no traces of her wartime occupants.

Navy records were searched for mention of the sub. There was an account dated 7 Dec 1941 of how a young ensign made the first contact with the enemy at 0342. He was aboard a mine-sweeper running a routine sweep of the harbor entrance when, less than two miles from the entrance buoy, he saw the periscope of a midget submarine. Word was immediately flashed to the destroyer USS *Ward* (DD 139, later APD 16) who was in the same area on night patrol.

Ward searched for almost two hours until a PBY Catalina patrol plane located the submarine and dropped smoke pots to direct the destroyer to the scene.

Ward attacked the submarine with gunfire at 0645 and forced her down. She then laid a depth charge pattern over the area.

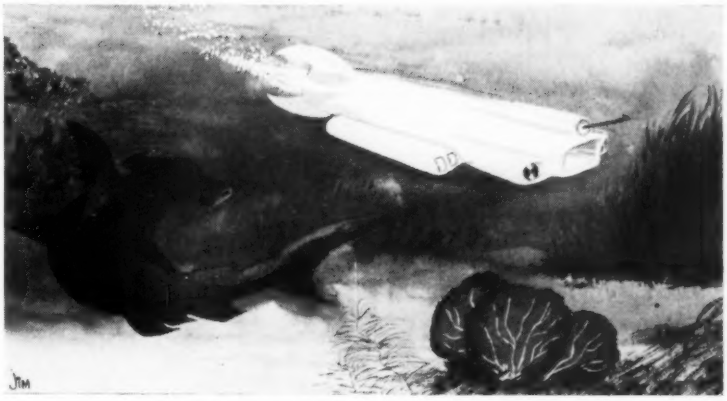
Word was coded to 14th Naval District Headquarters but it reached the Commander in Chief of the Pacific Fleet too late – the attack had begun.

Almost two decades later, the little sub went home. She was loaded aboard a Japanese LST en route from Seattle, Wash., to Japan. She will remain there as a memento of Japanese navy actions during World War II.

— Bill Neal, JO1, USN

'SUB TENDER' — Japanese LST starts voyage home with midget sub.

Operation Crystal Ball



Navymen with thinning hair will remember reading about the marvelous adventures and inventions of Tom Swift. Those who are a little less mature will recall the exploits of Buck Rogers. Recent movie-goers will have seen on film the dreams of that great science fictionist, Jules Verne, and the blood and thunder he was feeding his avid readers in the 19th century.

The exploits of Tom Swift, Buck Rogers and the characters of Jules Verne are not so remarkable now as they used to be, for the simple reason that many of the wild imaginings of their creators have become reality.

Perhaps with a view of how fiction often becomes fact, RADM Roy S. Benson, Commander of the Pacific Fleet Submarine Force, has initiated a program called Operation Crystal Ball.

The idea behind the whole program was to let anyone who wanted to do so put down on paper any wild ideas he might have about pro- or anti-submarine capabilities based on present or future imaginable missions.

Ideas could be in such fields as tactics, weapons, propulsion, ship control, detection, tracking, classification, evasion devices or any other area that could be associated with submarines. They did not have to appear practical or have any present possibility of fulfillment.

One of the proposals particularly reminiscent of Jules Verne concerned a recommendation that, in the future, there be three basic submarine designs—shallow submarines capable of 4000-foot-depth operations; meso-submarines, for depths down to 18,000 feet to be used primarily for hunter-killer operations; and bathy-submarines capable of descending to ocean depths of 35,000 feet.

A meso-submarine, which the author named *Moby Dick*, was equipped with a gammascope on which the skipper could see the Marianas Islands from a depth of 18,000 feet and a distance of 300 miles. *Moby Dick* had reached this point from the United States in less than 32 hours.

Among other equipment and capabilities, *Moby Dick* will have (if the author is correct) a super-cavitating screw, driven by a 300,000 horsepower MK II fusion reactor. The reactor will operate on hydrogen fuel in plasma form.

Other ideas included equipment for "depth charging" surface craft; an underwater submarine tender; elimination of all the submarine's sail; and the addition of antennas in the bow and stern of the sub for better detection and classification of other submarines.

A review board of six experts was set up to consider the more than 150 proposals submitted, from which research and development recommendations would be made to insure future U. S. supremacy of the sea.

Ideas will be carefully weighed by scientific minds in the nation's research and development laboratories, with the end result that developments which might not have been realized within 20 or 25 years may be reality in 1970 or 1975.

— Ollie Lund, JOCS, USN.

New Ships Named

Three fleet ballistic missile submarines and three destroyer-type ships to be launched in 1962 have been assigned names.

The submarines are:

• *John Adams*, SSB(N) 620, which is named for both father and son, former presidents of the United States. John Adams (1735-1826), was the second president, and his son, John Quincy Adams (1767-1848), was the sixth president.

• *James Monroe*, SSB(N) 622, which is named for the country's fifth president (1758-1831). President Monroe distinguished himself at both state and national levels, and was honored as a Revolutionary patriot.

• *Nathan Hale*, SSB(N) 623, which is named in honor of the man (1756-1776) who typifies to many Americans the ultimate in patriotic sacrifice. He was apprehended and executed by the British as an American spy. He is said to have announced from the scaffold: "I only regret that I have but one life to lose for my country."

The destroyer types to join the fleet in 1962 are:

• *Conyngham*, a guided missile destroyer, which will be launched on 1 Apr 1962. It is named for Captain Gustavas Conyngham, who served in the Continental Navy. In 1775 he commanded the American privateer *Charming Peggy*, which sailed from Philadelphia to Dunkirk, England, to obtain supplies "necessary for war for the Colonies." On 1 Mar 1777, he was commissioned a captain in the Continental Navy. He later commanded *Surprise, Revenge* and *Experiment*. On two occasions he was taken prisoner, but escaped both times.

• The guided missile destroyer *Byrd*, to be launched on 1 Feb 1962. This ship is named for Rear Admiral Richard E. Byrd, famed polar explorer. In 1926 he made his flight over the North Pole, for which he was later awarded the Medal of Honor. In 1933 Rear Admiral Byrd headed the first Operation Deep Freeze Antarctic expedition.

• *Richmond K. Turner*, a guided missile frigate to be launched in mid-July 1962. It is named for Admiral Richmond K. Turner, who was Commander, Amphibious Forces, Pacific, from July 1942 to November 1945. Admiral Turner was responsible in large measure for the coordinated amphibious operations which proved so successful throughout the Pacific in World War II.

GLASSING IN—A3D heavy attack bomber from squadron VAH-123 makes mirror landing on *USS Hornet*, with Tacoma in background.

Chuting Stars Are Jumping

To provide some additional excitement to the celebration of Naval Aviation's Golden Anniversary, the Navy has formed a group of exhibition parachutists called the Chuting Stars.

The team is composed of six veteran Navy parachutists who have been engaged in research and development test jumping at the Naval Parachute Facility, El Centro, Calif. Between them, they have more than 2300 jumps to their credit and have fallen farther than the distance from Los Angeles to Boston (assuming, of course, that LA is 2596 miles above Boston).

During the fiftieth anniversary year, the Chuting Stars will appear at aerial demonstrations throughout the country.

The team is led by LTJG Mel Greenup, a veteran Forest Service "smoke jumper." He is assisted by retired CWO Lewis T. Vinson, who was recalled to active duty at his own request to help form the team.

The other Chuting Stars are George Harrison, PR1; Robert B. Recknor, PR1; Donald R. Burroughs, PR1; and Elmer Rice, PR3.

Airborne Endurance Record

A team of six Navy pilots at Ellyson Field, Pensacola, Fla., now hold an unofficial record for airborne endurance.

By switching pilots every two hours during the day and hourly during the night, the pilots managed to keep an HTL-6 Helicopter in the air steadily for 72 hours and 2 minutes.

A visual inspection was made every hour while the helicopter was in a hover. No mechanical difficulties were experienced.

The former record for airborne endurance was held by the Army with time of 57 hours 50 minutes.

SLV — Soft Landing Vehicle

A Navy-designed and developed rocket-propelled, soft landing vehicle (SLV) has risen off the ground, hovered in the air and landed under complete control at the Naval Ordnance Test Station, China Lake, Calif. This is the first time any rocket-powered vehicle has taken off and landed vertically (bottom down) under its own power.

The experimental SLV, which looks like a water tank, lifts off the testing pad, climbs to the desired altitude and returns gently to the pad. It can hover in the air at any point. The soft landing protects its payload of scientific instruments from injury.

The vehicle has four legs set 90 degrees apart. Fuel tanks in the supporting channels slope up to a high-pressure nitrogen bottle at the top. It is supported by four automobile shock absorbers. Eight feet tall, the SLV is five feet in diameter and weighs 700 pounds fully loaded.

During the present experimental tests the SLV is restricted to vertical movement on four cables hung between the ground and an overhead tower 150 feet high. Future SLVs will not be restricted in flight by cables. Instead they will utilize optical sensor control self-guidance packages. This device will determine the proximity of the ground, control the rate of descent and vehicle altitude, and direct the soft-landing approach.

Now We Can Learn More About Dwarf Stars

A new $700,000 building will soon be constructed at the U. S. Naval Observatory station near Flagstaff, Ariz.

Housed in the eight-story structure will be a new telescope designed for photographic measurement of the positions of faint stars (for instance, those which have begun to burn out). One project planned for the instrument is to determine the distances to faint stars within a 100-light-year or 600-million-million-mile radius of the earth. No other telescope is now able to do this.

The new instrument will make it possible to tell more about the formation of what are called "red and white dwarf stars" and about the energy they generate. It may also provide new data on the manner in which our sun was formed.

The telescope is so accurate it could be used to measure the diameter of an object the size of a golf ball at a distance of 85 miles.

The rotating top part of the observatory building, shaped like a half-sphere, will have a diameter of 65 feet and weigh 150 tons. It will be made of welded steel plates and have double insulated walls to shield the telescope against temperature changes. The dome, powered by a two horsepower motor, will revolve on 40 wheels.

As further protection against temperature changes, the lower part of the building will be made of concrete and have an insulated surface on the outside, plus a shield of aluminum. Connected with the structure will be a one-story annex with 4000 square feet for laboratory and associated uses.

Three Million Statistics

ONCE EACH YEAR statisticians for the National Safety Council and various research organizations are faced with a grim task. They must tell us how many Americans are killed and injured on U. S. highways.

One such report shows that, during 1960, highway injuries were up

seven per cent over 1959. Deaths increased by one per cent.

More than 3,116,000 men, women and children were injured or killed.

As usual, the passenger car was involved in almost 80 per cent of all fatal accidents and more than 85 per cent of nonfatal mishaps. You may reason that because there are more than four times as many passenger cars as there are commercial vehicles, it follows that passenger cars should have the most accidents. This is not so.

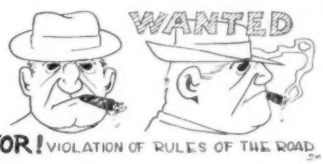
The average commercial vehicle travels four times as many miles as the average passenger car. The exposure to accidents, therefore, is about equal.

More than 80 per cent of the year's highway deaths and injuries can be directly traced to violations of rules of the road. Statistically, this means that in 1960 more than 30,000 deaths and 2,600,000 injuries resulted from accidents caused by drivers who broke the law.

Nearly 11,000 persons lost their lives in accidents blamed on speed. More than a million others were injured.

The over-all record of young drivers improved slightly in 1960, as compared to 1959. Drivers under 25 were involved in 27.6 per cent of all fatal accidents in 1960, 28.7 per cent in 1959.

Drivers between 25 and 64 accounted for nearly 66 per cent of the year's fatal accidents, and 74 per cent of the non-fatal variety. Teen-age drivers accounted for 4.8 per cent of deaths and 3.6 per cent

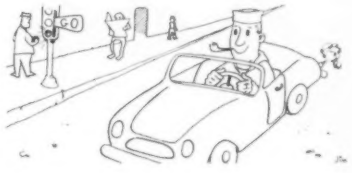


of injuries.

More than 80 per cent of all accidents occurred on clear days with dry road conditions.

Pedestrians crossing the street failed to make the other side on more than 170,000 occasions. More than 5000 persons died after being struck down by cars, while over 165,000 were injured.

More than 40 per cent of the year's accidents occurred during the seven hours between 1600 and 2300. Hourly, the highest percentage of accidents – 6.6 – occurred between



1800 and 1900.

Wednesday appears to be the safest day to do your driving. Ten per cent of the nation's accidents occurred on Wednesdays – the low –while Saturdays accounted for 21.5 per cent. Sunday drivers recorded 17.7; Friday, 16 per cent.

Be sure you know the laws of the area in which you're driving – some of them vary from location to location.

Signal lights, for example, mean different things in various parts of the country. In one state, an amber light means caution; in another, it is a walk light for pedestrians. In the latter instance, a motorist must stop immediately when the amber light appears.

Warning signs differ from state to state; speed limits change radically; road markings vary. In one state it is proper to make a right turn on a red light; in another, you could be charged with a traffic violation if you did the same thing.

Reporting procedures vary from town to town – some do not require reports on accidents where no one has been injured and damage is less than $50. To be on the safe side, check with the local police.

Just one "encouraging" statistic shows up in the 1960 record of roadway pain, suffering and death – the increase in traffic deaths over 1959 was held to "only" one per cent.

However, this small figure is mainly due to better and more prompt medical care, rather than care on the part of drivers. Thus, this apparent leveling-off in the number of traffic deaths has come about, not because of motorists, but in spite of them. Don't become a statistic.

Seat Belts Save Lives, and There's Living Proof

Seat belts at last may be catching on as a way to lessen injury and reduce the number of deaths caused by traffic accidents.

The government's top safety experts have recommended they be installed in all the 250,000 federally-owned motor vehicles. Twenty-one states also report that belts are being used by official agencies.

The American Medical Association has pointed out that if seat belts were used universally, more than 5000 lives could be saved each year and injuries could be cut by more than 50 per cent.

Aside from the safety features of seat belts, physicians say they can aid greatly in providing the driver with comfort and support.

Other seat belt enthusiasts are race and test drivers. Some insurance companies show their faith in the value of seat belts by providing reduced rates for drivers who use them.

But the most zealous supporters of seat belts are the people who were wearing them in accidents and are still around to talk about it.

SERVICESCOPE

Brief news items about other branches of the armed services.

THE ARMY SIGNAL CORPS now has three long-range communications systems which can be flown into isolated areas, installed in less than four hours, then used to transmit messages and photographs anywhere in the world.

One of the units, the AN/TSC-18 is described by the Army as being the world's most powerful portable communications equipment. It has a range of 7000 miles, and provides simultaneous transmission and reception on three telephone and 16 teletype channels.

Another new mobile unit, the AN/TSC-19, also operates on three telephone and 16 teletype channels. Its range is 5000 miles.

The third system, the AN/TSC-20, has a 2500-mile range, with one voice and four teletype channels.

Immediate messages can be transmitted over the units, making them particularly valuable for use with the Strategic Army Corps. They are capable of bypassing any fixed stations which may become inoperative, and can thereby communicate directly with the Pentagon or other command post.

The units can also tie in with isolated bases or areas where normal communications may become disrupted.

Facsimile equipment enables the Army to transmit photographs over the new systems.

★ ★ ★

NEAR THULE AIR BASE at North Star Bay, Greenland, the Air Force has been experimenting in the use of ice for landing strips and parking platforms.

The idea is not new, but this is the first time heavy jets and *Century* series fighters have been used to test the ice platforms.

The effect of such traffic is being determined by measurements of ice deformation, its strength, density, elasticity, creep and grain structure.

A 14,000-foot runway near Thule Air Base was constructed of natural ice. Several 200 and 500-foot circular parking pads, located on the shoreline end of the runway, were built by flooding. One pad was constructed of frozen natural sea water. The others incorporate strands of fiberglas, a reinforcement technique developed by the Geophysics Research Directorate of the Air Force's Cambridge Research Laboratories.

The Geophysics Research Directorate undertook the project to learn more about the strength and other engineering properties of ice and how they can be improved.

TWO-PART POD — View of fuel armament pod of USAF B-58 shows how upper fits into lower.

★ ★ ★

THE U. S. ARMY WILL SOON get a powerful, mobile radar set capable of detecting and distinguishing moving targets more than 11 miles away.

A modification of the now operational, shelter-housed AN/TPS-25, the new radar will be installed in an M-257 armored personnel carrier, an amphibious vehicle which will provide both mobility and protection for surveillance. An extremely versatile machine, the M-257 can travel up to 40 miles per hour on land, some four miles per hour in water, and can be dropped by air into strategic areas.

A telescoping antenna mast will afford both quick-look capability and long-range reconnaissance of moving targets. Armed with the new radar, the Army hopes to be able to detect ground movement in combat areas day or night under all weather conditions.

★ ★ ★

A NEW "TWO-COMPONENT" BOMB and fuel pod will greatly increase the operational capabilities of the Air Force's B-58 *Hustler* bomber. The device, tested in a series of drops at Nevada and New Mexico missile ranges, consists of a small bomb pod nested into the top of a large fuel pod, and slung beneath the fuselage.

When the external fuel is expended, the pilot can shuck off the lower component like a pair of heavy shoes and streak on to the target, completing the mission with fuel from wing tanks. *Hustlers* now in service with the Strategic Air Command carry a single pod.

The Air Force B-58 *Hustler* bomber is a trim plane that looks more like a fighter than a bomber. Nevertheless, it is capable of flying to its target, carrying a nuclear bomb and making its target dash at speeds of more than 1300 miles per hour. It flies at heights of more than 60,000 feet and can also approach in fast low-level flight to escape enemy detection. Test drops of the new pod have been made at altitudes ranging from 1000 feet to more than 40,000 feet, at both subsonic and supersonic speeds.

★ ★ ★

ARMY SCIENTISTS who track and photograph satellites have been equipped with an electronic timing system which can synchronize ballistic cameras to within one-ten-thousandth of a second. As a result, trackers can now locate their cameras as far as 200 miles apart and still fire them at the same split second.

The new timing system is intended to provide more accurate photographs of orbiting space vehicles. The synchronization equipment is housed in three trailer vans, one with a central camera control, the others with remote control timing stations. The cameras are interconnected by voice quality radio or telephone circuits.

Tests of the new equipment were conducted at Cape Canaveral by the National Aeronautics and Space Administration, and the Army Ballistic Missile Agency.

THE AIR FORCE HAS SENT an Aerobee-Hi rocket with a unique "fly-trap" arrangement built into its nose cone some 110 miles above the New Mexico desert to vacuum up a load of space dust and return it to earth.

This wasn't any plain old household-type dirt, however. The special target of this space probe was micrometeorites – measured in microns (thousandths of a millimeter) – which, despite their minute size, pose a potential threat to space travelers. Zipping along at speeds of anywhere from six to 50 miles per second, these tiny flecks of space flotsam could easily be as deadly as bullets.

At present not enough information is available about these outer space dust particles to enable scientists to distinguish them from dust of terrestrial origin. By recovering and analyzing a load of the stuff, they hope to develop a method of observing the movement and patterns of micrometeorites from ground stations.

When the Aerobee-Hi reached an altitude of some 40 miles, an electronic device moved the nose cone forward and exposed eight inner leaves, which then extended. They remained fanned out as the rocket coasted upward to the 101-mile mark, then dropped back to 55 miles.

At this point, the leaves retracted and the skin returned to its original position, sealing the nose section. At around 50 miles the nose cone separated from the rocket body and tumbled to 20,000 feet, where a pilot chute opened. At 10,000 feet the main parachute opened, lowering the payload safely to the ground.

★ ★ ★

LONG A FAMILIAR SIGHT TO NAVYMEN, the U.S. Coast Guard's famous 36-foot motor lifeboat is due to be replaced by a larger and faster craft.

The new, steel-hulled, motor lifeboat is 44-and-one-half feet in length and has a 360-horsepower engine. Twin-screwed, it has a speed of from 12 to 15 knots. The older, wooden-hulled, lifeboat has a single screw, and its engine horsepower ranges from 90 to 110. Its speed is about 10 knots.

The nationwide increase in pleasure boating has caused the need for faster all-weather rescue craft. Though reliable and seaworthy, the 36-footers – first used in 1929 – lack the desired speed. Hence the need for a replacement program. Expected rate of replacement is 10 boats a year.

MESSAGE SERVICE — Message is rushed to Army station, a link in globe-circling STARCOM network.

★ ★ ★

AIR FORCE SPACE OBSERVERS have developed a Facet Eye Camera System to photograph missiles, satellites and planets in broad daylight – and come up with pictures of a clarity and intensity previously obtained only during night hours.

The facet eye consists of 19 long-barreled refracting telescopes linked to as many TV-like tubes. It moves on a delicately balanced tracking mount.

The new system covers a field many times the size obtainable by standard tracking telescopes. It recently transmitted planetary images of Venus and Jupiter to indoor viewing screens.

The camera has also photographed a faint star cluster with image resolution up to the 12th magnitude.

Eventually, the number of facet eye telescopes and oscilloscope screens will be increased to 25 to provide an even larger viewing field.

The system was basically conceived for tracking space-bound objects at extreme distances in any kind of light. Its picture-making qualities appear to be a bonus factor.

Holloman Air Force Base, New Mexico, site of the new system, describes the facet eye as the only instrument of its kind in the world.

SELF-RIGHTING 36-foot lifeboat of Coast Guard is being replaced by larger and faster 44-footer *(Rt.)*

THE BULLETIN BOARD

Duty in the Philippines? They Say You'll Like it Just Fine

IF YOU ARE EVER fortunate enough to rate a tour in the Philippines, you will feel that you've been more than repaid for some of the less desirable duty stations. Those who have been there claim that, whether you're just starting out on your Navy career or are finishing 30, you won't regret an assignment here. That's what they say.

The Navy maintains two bases in the Philippines, both on Luzon. They are Subic Bay and Sangley Point. Near Subic Bay are the Naval Air Station, Cubi Point and the Naval Communication Facility, San Miguel. Sangley Point is the headquarters of the Commander, U. S. Naval Forces, Philippines, who is the senior U. S. naval commander in the area.

Although transportation to Manila from both places is available, it is either substandard or else entails a long waiting period between trips. As a result, a private auto is not only highly desirable, but almost a necessity.

Climate—The Manila area is close to sea level and the climate is tropical. Daytime temperatures average from 86 to 94 degrees throughout the year. Although there are no abrupt or very definite changes, the year is roughly divided into three seasons. Lowest temperatures occur during the cool season, from December to March, when the maximum is normally 85 degrees; the minimum, 70. The hot season lasts from March through June when the daily peak is 90 to 95 degrees, with May the hottest month.

The rainy season is from July through October, when as much as 3 inches may fall in a single day.

General—Dependents planning to travel to the Philippines should check early on immunization requirements—smallpox, typhoid, tetanus, typhus and poliomyelitis immunizations are required.

Applications for passports and visas should also be made well in advance. Conditions vary among the different naval installations, and local situations may develop which will affect individuals enroute to their area. Thus, you should maintain close liaison with your sponsor to get the latest word.

Education—American schools through high school level offer educational opportunities comparable to those found in public schools in the States. Grades one to 10 are taught in the John Paul Jones School at Sangley Point with grades 10 through 12 offered at Manila. In the summer of 1960, three new schools, accommodating about 525 students from grades one through 12, were completed and opened at Subic for Subic-Cubi Point students. San Miguel has an elementary school which teaches grades one to eight. High school students through grade 12 at San Miguel are provided government transportation and commute to the George Dewey High School at Subic Bay.

Automobiles—Private automobiles are the usual conveyance. Roads throughout the Philippines are generally poor and are heavily congested in the Manila area. In the small villages the roads are also used by pedestrian traffic, so slow and careful driving is advised.

Gasoline is not rationed, and costs about 18 cents a gallon through Navy Exchange stations. Mechanical and body repairs can be obtained, but tire and battery replacement is difficult. Since the climate is hard on automobiles, undercoating is highly recommended. It is also suggested that a spare muffler and flexible tailpipe be brought, since these parts generally rust out within six months.

Importation of cars in the luxury class is strongly discouraged, particularly when it is evident that they are more expensive than your income can reasonably be expected to support. Rigid regulations are in effect governing the sale of all automobiles. At present, automobiles may not be sold until 14 to 18 months after importation, and conversions of the proceeds of such sales into U. S. currency is strictly limited.

Clothing—The Navy Exchanges are usually well stocked with sheets, towels and dress materials, but each item at some time is in short supply or not available. There is very little ready-to-wear in stock, but there are many dressmakers of varying talents who sew inexpensively.

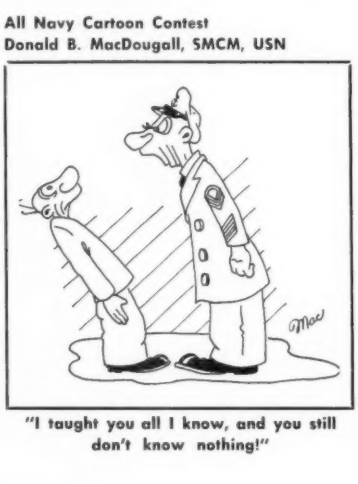
Summer clothing is worn the year 'round, but bring spring or fall dresses and lightweight suits for wear at Baguio, a mountain resort, and for trips to Hong Kong or Japan. Bermuda shorts and pedal pushers are acceptable daytime wear. Short shorts are almost useless, and not considered good taste in public.

Three times as much summer clothing will be needed during a tour here as is needed for a normal tour elsewhere. Shoes wear quickly, especially during the wet season. All types of leather and plastic and all kinds of heels can be worn at one time or another. The low heel, playshoe or sandal is most comfortable for daytime wear. The Exchanges have shoes in the average sizes, but they sell quickly.

Each member of the family should have a pair of lightweight overshoes and a raincoat. Extra umbrellas can be used to good advantage, both for sun and rain. Hose are seldom worn, except at formal parties and when traveling.

Jade jewelry or imported linens purchased in the States should be declared when passing through customs, otherwise these may be considered contraband items and im-

All Navy Cartoon Contest
Donald B. MacDougall, SMCM, USN



"I taught you all I know, and you still don't know nothing!"

pounded when returning to the States.

Shoes for children are sometimes a problem. The Exchanges carry them, but correct sizes are not always in stock. Most youngsters age 10 and below wear beach walks the year around and regular shoes are worn only to school, church and on special occasions.

Boys from first grade through high school wear khakis, blue jeans or long cotton wash pants. Sport shirts or cotton lightweight knit shirts are worn for school, and white shirts or white short-sleeved sport shirts are worn for dress and church.

Men wear white and khaki cotton uniforms for duty. You are encouraged to wear the tropical white uniform (shorts and short-sleeved shirts, with long white socks) and its alternate, tropical white long. Civilian clothes are authorized for off-duty wear. Excellent woolens are available through the exchanges. Other materials are slightly above Stateside prices.

Servants – Families with one or two children usually employ a housegirl who does the laundry and cleaning and looks after the children. Larger families, and those who do entertaining, generally hire two girls – a *lavandera* who does the laundry and a cook who usually also does the cleaning. A *lavandera* is usually paid 50 pesos ($16.66), a housegirl 50-60 pesos, and a cook 60-65 pesos, per month. Maximum wages are set by regulations and must be observed.

Food – Commissaries and Navy Exchanges carry most foods to which you are accustomed. Local markets are stocked with many kinds of tropical fruits as well as the familiar varieties of vegetables. All meats are frozen and, because of this, it is advisable to have a freezer. Stores in Manila offer a wide variety of foods, but prices are very high.

Medical Care – Dispensaries are available at all stations and provide medical care and limited dental care for dependents. All possible dental work should be done before leaving for the Philippines, since it may be difficult to have such work done on the bases. Bring along an extra pair of glasses, as prescriptions are difficult to fill.

Religion – Protestant and Catholic services are held at the station chapels. The Philippines are predominantly Catholic, but services of almost all denominations can be found within the Manila area.

Money – U. S. currency cannot be used in the Philippines. Military Payment Certificates are used on base. Elsewhere, the peso is used at an official exchange rate of three to $1.00. However, the peso is in the process of "decontrol," which means that its value can change. Conversion of pesos to dollars at

HOW DID IT START

New Orleans Naval Station

For the third time in some 65 years since it was first established, the New Orleans Naval Station is being closed.

The Naval Station, which occupies approximately 250 acres on the west bank of the Mississippi River just across from the famous Crescent City of New Orleans, was originally established as the Algiers Station in 1894. Part of the land had been purchased in 1849 for $15,000, more was purchased during 1894 for $44,500, and additional frontage was obtained periodically as the needs of the station changed. In 1901 the Algiers Station became the New Orleans Naval Station.

Perhaps one of the biggest Navy events during those early days was the visit of *USS Illinois* (BB 7) to New Orleans in January 1902. For the station, however, it was more than an ordinary visit. The ship was there primarily to test a new dry dock that had been constructed. *Illinois*, one of the largest and heaviest ships in the Navy at that time, was lifted out of the water in one hour and 57 minutes. The contract had allowed two hours and 40 minutes. The test was perfect in all details.

In 1911 the Station was closed for the first time. Operating expenses were about a million dollars a year and it was decided that its work could be done by other Atlantic seaboard yards.

This was only a temporary shutdown, however. In 1915, under the pressure of war, the station was reopened to repair and overhaul gunboats, *New Orleans*-class cruisers, and some other ships which operated in the Gulf and Caribbean waters. In 1933 the doors were again closed.

At one time following this closedown, the Navy offered to sell the entire station, including a dry dock, an airfield, and 2600 feet of wharves for $5,000,000. There were no takers.

Again in 1938 the open-again, closed-again station reopened its gates. The National Youth Administration took over most of the base at first for a training school. During some eight months, 1500 youths rehabilitated the station and at the same time learned a trade of their choice. In September 1940 the New Orleans Naval Station was turned over to the U.S. Coast Guard with the understanding that if the Navy needed it they could have it back.

The Coast Guard made the station into a Coast Guard Training Center, but it wasn't long before the Navy started taking back one building after another as wartime needs developed. Finally the entire base was turned back to the Navy.

During World War II, perhaps the major mission of the New Orleans Naval Station was to furnish logistic support to the operating forces. In addition, however, several schools were established aboard and a Receiving Station for transients was activated. Toward the end of the war the Secretary of the Navy combined several facilities at the base to form the U.S. Naval Repair Base, New Orleans.

A few weeks later the Armed Guard Center, which furnished armed guard units for merchant ships in the area, was made a separate subordinate command of the Naval Repair Base.

On 1 Mar 1947, the Repair Base was again designated as U.S. Naval Station and activities at the base began to slack off and return to normal.

In recent years, its main job was to support the U.S. Naval Reserve cruise ships that left from New Orleans almost weekly for Reserve training cruises in the Caribbean. In addition to this, the New Orleans Naval Station added NATO to her list of supported units during the last few years. Many ships which had been built in Wisconsin and Florida were brought to New Orleans to be fitted out and transferred to NATO countries under the provisions of the Military Assistance Program.

Now, after 67 years, the Station is scheduled to lock her gates for what may be the last time.

naval facilities is strictly limited and permitted only in certain cases and under most stringent controls. Not more than 20 pesos can be imported into or exported out of the Philippines.

Recreation – A number of golf courses are located on or near the naval bases, and fishing, boating swimming and picnicking are also available. Owing to the somewhat isolated locations of some of the bases, personnel live a close-knit life that leads to considerable family-type social entertainment. There are active clubs for officers, CPOs and EMs on all the bases.

Camp John Hay, at Baguio in northern Luzon, is a recreational center for the Far East which is now operated by the U. S. Air Force and is available to Navy families. It is a mountain resort that offers golf, fishing and other outdoor activities in a cool and pleasant atmosphere. Some cottages are available to enable families to enjoy conditions similar to those of a mountain resort in the United States.

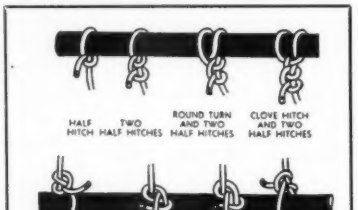
Furniture and Appliances – If you know in advance that you will not be assigned to quarters on arrival, you are urged to get all the information you can from your sponsors. If you know you are going to use off-base housing for some time, you are advised to ship all appliances you have; whereas, if it appears that you will acquire government quarters after a short period of off-base rental, you might consider renting appliances for that time. Appliances may be rented from civilian landlords, personal service departments of the Navy Exchanges or other local suppliers, but costs are high.

Resale of personal property is controlled by the Base Commanders. While some resale is permitted under controlled conditions, many individuals have been led to believe that personal property may be sold at a large profit. It isn't true. Don't try it because, if you do, you'll get into trouble.

Sangley Point

Housing is mostly temporary, but is adequate and comfortable. There are a few regular houses for senior officers and senior enlisted personnel, but many of the quarters are converted quonsets. There is an average waiting period of 12 months, based upon a priority system.

Grains of Salt —



Entry clearance and concurrent travel of dependents must be requested from COMNAVPHIL, and will not be granted until a sponsor is assigned and on-base housing is assured or private rental off-base is arranged. When government quarters are occupied, full quarters allowance is withheld except for a limited number of rental quarters (former quarters now officially classed as inadequate), which are liveable. Civilian housing rents for around $50 per month less utilities, and must meet minimum standards before U. S. personnel are authorized to rent them.

Clothes dryers, radios, bed linens, deep freeze, towels and draperies are not furnished for Navy-controlled quarters.

Furniture can be rented from local sources for off-station housing for approximately $20 per month for a two-bedroom house with living room, dining room and maid's room, minus stove and refrigerator. It is best to ship electrical appliances as well as enough furniture as soon as possible after receiving your orders. However, do not plan to buy new furniture for shipment. It is better to buy the rattan and mahogany furniture locally available. Good furniture will probably suffer from the climate.

Electric stoves should be shipped complete with heavy duty cord, plug and fuse box. Automatic washers can be used if you now own one, otherwise it might be well to buy a wringer-washer. Repairs for electric appliances are expensive, spare parts are scarce and good labor hard to find and expensive.

A dryer, freezer, hot water heater and air conditioner will make life much easier, but remember that all these will increase the electric bill.

Storage space is limited and no government space is available. In short, if you are sure you're going to use the items you bring, bring them along; if there is any doubt, don't.

Subic Bay/Cubi Point

Housing is good, permanent, and consists of two- and three-bedroom units. The enlisted quarters have all living spaces on the second floor level, with the ground floor consisting of a carport, utility area and patio.

Entry clearance and concurrent travel must be requested from COMNAVPHIL and is usually authorized, as there is virtually no waiting period for housing. Periodically, a one- two-month waiting period for enlisted housing develops at Subic, particularly when large numbers of personnel are being relieved. When government quarters are occupied, the full quarters allowance is withheld.

These items are not furnished for Navy controlled quarters: Clothes dryer, radio, iron and ironing board, bed linens, silverware, dishes (including pots and pans, towels and draperies).

Since you will probably occupy government quarters, it will not be necessary to bring furniture. Most of the furniture provided is of the rattan type which is suitable for the local weather. There is no need to bring an automatic washer, as all public quarters have them. However, an air conditioner is very desirable but should be wired for 110-120 volts, as conditioners using 220 volts require rewiring of quarters at your expense.

San Miguel

Generally, quarters are not available upon arrival, and there is no suitable off-base housing. Accordingly, you are not normally permitted to bring your dependents until public quarters are available. However, when you receive your orders, you should request concurrent travel from COMNAVPHIL since quarters may occasionally be available. In any event, requests for concurrent travel will initiate assignment to a waiting list and quarters are usually available within one to two months.

Do You Know All That There Is to Know about Leadership?

THE MODERN NAVY has created some modern problems of leadership. In the old days, a senior petty officer, or some other supervisor, was looking over a younger man's shoulder most of the time. A strong right arm and a recognition of discipline ". . . or else" was about the extent of the leadership he needed to know.

Now, however, the problem is somewhat different. Today's Navymen are highly trained, well-educated individuals, who often operate or work with technical equipment. They also work with far less supervision. If a modern Navyman gets out of hand, the senior PO has no "cat" to bring him in line.

Perhaps the biggest problem today is to convince Navymen that they need to learn more about leadership. Most Navymen believe they are already good leaders – and that it's their shipmates who need to learn more about leadership.

These are some of the views which were brought out recently when Navy officers from Leadership Field Teams around the world met in Washington, D. C., for their third annual conference. While they were in D. C. they made a personal report on their work to the Under Secretary of the Navy and his working group, and also got together with officers at the Bureau of Naval Personnel to discuss their acomplishments and difficulties.

After they left Washington, they returned to their teams in Japan, Pearl Harbor, San Diego, Great Lakes and Norfolk. In their own areas, the Leadership Field Teams only visit installations by invitation. If a commanding officer wants them aboard to develop interest or to get a leadership program started, he only has to ask. Last year, the teams visited 1800 commands and discussed leadership with more than 80,000 persons.

As a general rule, a team spends several days aboard a ship or station. Usually the division officers, section leaders and other men in billets which require extra leadership ability, spend many hours together discussing problems, methods and ways to develop better and more effective leadership practices. Lecture-type programs are not normally used. Discussions produce better results.

A leadership team usually consists of a chief petty officer and an officer (generally a commander). Normally the chief works with the enlisted men and the commander discusses the program with the officer group. Sometimes, however, the groups are combined and either or both team members guide the discussion.

The responsibility for actually starting a local leadership program rests with the commanding officer. When the CO is behind the program it is usually successful. If he doesn't push, the program may be expected to fail.

Admiral Clarence Ekstrom, USN, Commander of the Naval Air Force, Pacific Fleet, was cited at the Leadership Conference as an example of how a Commander can develop and sustain interest in the program.

Admiral Ekstrom periodically travels to different areas of his command to discuss the leadership program and other subjects of interest with the COs of groups under his command. These regular trips to the field add even more vigor to the program within his command.

Much of the improvement in the reenlistment rate and the drop in disciplinary cases has been credited to the Navy's Leadership Program.

Rear Admiral L. R. Daspit, USN,

WAY BACK WHEN

USNTC Great Lakes

As a taxpayer, you might be interested to know the original 167 acres of the now 1500-acre establishment at Great Lakes, Ill., cost Uncle only $1.00. It was sold to the government by the citizens of Chicago in 1905. The huge Navy base is now assessed at well over $100 million dollars.

When the base was commissioned 50 years ago — on 1 Jul 1911 — it had only 39 buildings and a capacity of 1500 men. It has now grown into the largest naval installation in the entire Midwest.

During World War I the training center expanded to 775 buildings, and the training capacity was increased from 2500 men to 50,000 men. During that period, more than 125,000 men received their first Navy training at the Lakes.

The base continued to expand as the needs of the Navy increased. In 1942 the capacity of the Center was estimated to be 73,000. The base was expanded, however, with two capacity goals in mind — emergency 88,000 and emergency (with tents) 100,000. By 1944, the capacity was said to be 100,000, but 103,000 men were actually in training.

During World War II about one million Navymen were trained at Great Lakes. This means that about one out of every three enlisted men in the wartime Fleet were graduates of the Great Lakes school for recruits.

Fleet sailors were not the only ones at Great Lakes during and after World War II. Waves were on duty at the Lakes in 1942 and a Wave recruit training school was located there from 1948-1951.

Recruit training is only one facet of the training responsibilities of Great Lakes. In addition, the Service School Command provides training for Navymen who are already in the rating of, or are striking for, electronics technicians, fire control technicians, gunner's mate, engineman, machinist's mate, boilerman, journalist, opticalman, instrumentman or hospital corpsman.

The Naval Examining Center is also at Great Lakes, as are the Fleet Hometown News Center, a supply depot, an electronics supply office, and the headquarters for the Commandant, Ninth Naval District. This huge district encompasses 13 Midwestern states.

In 1960 a 15-story, 800-bed hospital (in an emergency it could be expanded to 1500 beds) was added to Great Lakes' facilities. Today a major construction project is underway to rid the training center of most of the World War II buildings and replace them with modern barracks, mess halls, classroom buildings and dependent housing.

Deputy Commander of the Submarine Force, U. S. Atlantic Fleet, for example, had this to say earlier this year: "In the past six months we have seen our first-cruise submarine reenlistment rates rise steadily and dramatically from 20 per cent in November to 70 per cent in April. We have also seen a significant drop in disciplinary cases. There are undoubtedly many causes for these remarkable trends, but if I were asked to pinpoint any one particular reason I would point to the Naval Leadership Program and its wonderful goals and newly utilized tools."

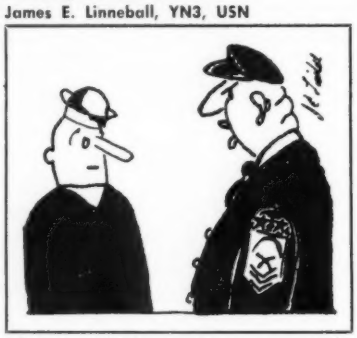
Admiral Arleigh A. Burke, USN, former Chief of Naval Operations, explained the philosophy behind naval leadership:

- First, we recognize the fundamental principle that people have a tendency to behave as they think they are expected to behave. If we let our people know we expect the very highest standards of performance, that is what they will shoot for.
- Secondly, we aim not merely at what the individuals *could* become, but what they *should* become.
- Third, we are concerned with individuals. We do not talk about the masses, nor about humanity at large.
- Finally, we not only admit – we insist – that we cannot be satisfied with the "status quo" now or ever. If our leadership is to be dynamic, it must recognize its own potential for improvement at every moment.

After he listed these specific concepts, the Admiral discussed leadership further. In an organization the size of the Navy, it takes time and a lot of continuous hard work by conscientious, dedicated people to produce results. The first effect of the General Order on Naval Leadership has been to stimulate discussion, analysis and evaluation of major leadership problems throughout the Navy. Afloat or ashore, the principles of leadership have been carried out with enthusiasm, and operational efficiency and performance have increased. And this is our major goal – to increase the efficiency of the Navy, to keep it combat-ready to carry out its mission.

All commanding officers review continuously the standards of leadership within their commands. Specific attention is given to the need for outstanding personal example by those in positions of authority, to the moral atmosphere within the command, and to high standards of personal supervision. The personal example of behavior and performance set by men in authority probably affects leadership more than any other factor.

All Navy Cartoon Contest
James E. Linneball, YN3, USN



"And the next time I tell you to empty the trash can, you say 'Yes Chief,' not 'Let's flip a coin for it, Pops.'"

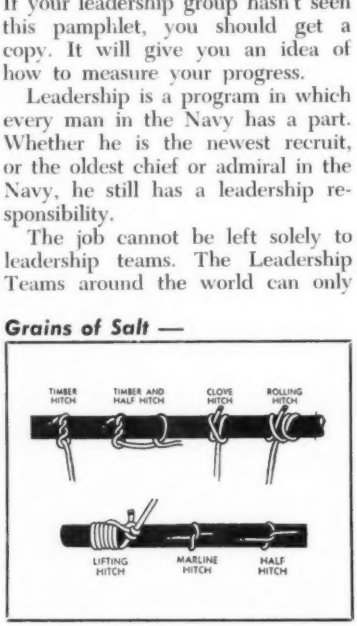
Perhaps one of the hardest parts of the program is to measure leadership. As a step in this direction, a pamphlet, *Indicia of Naval Leadership* has been distributed for a field test. This pamphlet contains items from which benchmarks or criteria of leadership may be developed. It was distributed as an enclosure to BuPers Notice 5390 of 14 Apr 1961. If your leadership group hasn't seen this pamphlet, you should get a copy. It will give you an idea of how to measure your progress.

Leadership is a program in which every man in the Navy has a part. Whether he is the newest recruit, or the oldest chief or admiral in the Navy, he still has a leadership responsibility.

The job cannot be left solely to leadership teams. The Leadership Teams around the world can only stimulate command interest in the leadership program. Although there are relatively few men actively participating in the BuPers-sponsored teams, their accomplishments have been gratifying to leadership "leaders" at the Bureau of Naval Personnel.

Vice Admiral W. R. Smedberg III, USN, Chief of Naval Personnel, has said of these men, "Never have I seen so much from so few."

Grains of Salt —



Medal Awarded for Service With United Nations Groups

If you have performed service with a United Nations group there is a good chance that you now rate a medal. The United Nations Medal is being awarded to those who have served six months or more with one of three U. N. groups: (1) U. N. Observation Group in Lebanon; (2) U. N. Truce Supervision Organization in Palestine, and (3) U. N. Military Observer Group in India and Pakistan. It is expected that other U. N. groups will be designated in the future.

The ribbon of the United Nations Medal is blue and white. It takes precedence after the United Nations Service Medal, a medal that it resembles in general design.

If serving with one of the designated groups and eligible for the award, you will be issued the medal in the field by the Senior Representative of the Secretary General of the U. N. Others who later qualify will also receive the medal in this manner.

If no longer serving with one of the designated U. N. groups, your medal will be sent to you via your CO.

The U.N. has provided the Navy Department lists of names of those eligible for the award. From the information provided, however, positive identification of the personnel concerned cannot be ascertained in all cases. COs have therefore been directed to forward to the Chief of Naval Personnel (or Commandant of the Marine Corps, as appropriate) the names and service numbers of those who served with the U. N. groups and who believe they are eligible for the medal. As stated in SecNav Inst. 1650.15, the group with which the service was performed and the dates and details of their U.N. duty should also be forwarded.

A Second Career for the Retired Navyman — As a Teacher

NAVYMEN WHO HAVE had uninterrupted service since World War II are now, or soon will be, coming up for transfer to the Fleet Reserve or retirement. Servicemen facing retirement find themselves in the enviable position of leaving their principal life's work while they are in the prime of life with a liberal income assured and time ahead of them in which to carve out a second career.

During recent years, an increasing number of officers and enlisted men who retire have entered the teaching profession in fields ranging from teaching in and administering institutions of higher learning to teaching in and administering elementary schools.

Of 2633 retired officers who responded to a survey conducted under the auspices of the National Science Foundation, sixty per cent were or might be interested in teaching or were already teaching.

A DOD survey of 37,024 officers who were within four years of retirement in 1959 showed an even higher percentage who expressed an interest in teaching.

More than two thirds of the officers surveyed by the Defense Department were interested in college teaching. In addition, a sampling of 750,000 enlisted men showed that 27,000 had baccalaureate or higher degrees which could be a basis for entering a teaching career.

Before they come to a decision, retiring servicemen who consider teaching as a second career should do some extensive soul-searching to determine whether they are temperamentally equipped for the job.

For those to whom an academic life is suitable and for those who are academically prepared to enter it, teaching can be a satisfying experience of forming the minds of young people during their most impressionable years. For others, it could prove an unhappy and frustrating experience.

Certainly nobody should look toward teaching as an easy job in which to go to pasture. It is hard work, involving considerable professional preparation and numerous hours of work outside as well as inside the classroom.

Since the greatest amount of interest has been expressed in the college field, there are given below six questions (and their answers) which occur to most people who consider entering the teaching field. Many of the same questions and answers could be applied, with modification, to educational fields below the college level.

• *What are the chief characteristics of institutions of higher education?*

There are more than 2000 institutions of higher education in the United States today and their purposes are numerous. They all have one aim in common, however — to attempt to give adequate preparation to young people for more effective and productive lives in the democracy in which they live.

Institutions of higher learning can be roughly divided into several categories:

Universities which lay considerable stress on graduate instruction and which confer advanced degrees in a variety of liberal arts fields. Universities also have at least two professional schools which are not technological.

The Liberal Arts Colleges, which are primarily undergraduate in character, comprise the largest group of institutions of higher learning. Many of the older and stronger ones confer both bachelors' and masters' degrees. Many bear the name "university," representing historical ambition rather than present realization.

Professional Schools include a wide variety of independent institutions — technological, musical, art, theological, business and others. Most of the outstanding professional schools of medicine, dentistry, engineering, forestry, law, pharmacy and social work are affiliated units of universities.

The major exception is theology which includes about half of all professional schools.

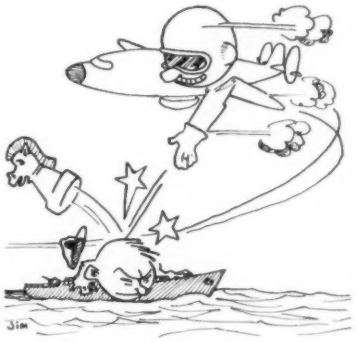
Most professional school curricula lead to a professional degree such as doctor of medicine, bachelor of

WHAT'S IN A NAME

Pacific Chess Game

Crew members of the radar Constellations and radar picket destroyers which comprise the Early Warning Barrier Pacific are whiling away some of their off-duty hours with a unique chess game these days — and they may just be adding a new dimension to the game.

Early Warning Barrier operation is somewhat reminiscent of a gigantic chess game itself — a match contested on the grand scale. It's a deadly serious game too, with the vast reaches of the Central and Northern Pacific serving as the board, while the ships, the planes, and the Navymen who man them represent our pieces arrayed in tight defensive position, alert for a hostile opening gambit from any direction.



Since long hours of scope-watching for signs of unfriendly blips are tiring and hard on the eyes, the radar-loaded Connies carry extra crewmen aboard so the scopes can be manned in shifts. Off-duty personnel get a chance to rest and relax a bit between shifts this way, but those off-duty hours can get tedious and boring, too. It was to lick this problem that one of the resident geniuses in that area proposed an in-flight, long-distance chess game to be contested between the planes and the station ships, and forthwith issued a challenge to the destroyers to stand by for action whenever the far-ranging planes passed overhead within voice-radio range.

The challenge was taken up, of course, and voice traffic erupts frequently nowadays, utilizing a different frequency than that used for the transmitting of Early Warning traffic, and using standard chess notation to indicate the moves.

At last reports the air-to-surface chess match was still underway, with neither side able to gain a checkmate as yet.

law, master of social work, etc.

Teachers Colleges, although a type of professional school, are classified as a separate group because of their great number and their historical development from normal schools. Most of them offer baccalaureate degrees in education and a few confer higher degrees, also.

Junior colleges are usually limited to a two-year curriculum above high school level. They are the most recent and, in many ways, the most rapidly growing member of the higher education group.

Junior college graduates are usually given associate's degrees, usually in Arts or Science.

• *What are the personnel needs of institutions of higher education?*

Present enrollment in institutions of higher learning is conservatively estimated at 3,000,000 students. This number will probably double by 1970. Some estimates indicate as many as 9,000,000 enrollments by that date.

This influx of students is going to require an increasing number of teachers. In round figures, this means that hundreds of thousands of new faculty members will be needed to take care of the new students and to fill vacancies in the current force of 400,000 faculty members caused by death, attrition, retirement and other reasons. The normal sources of college teaching personnel cannot possibly meet the need.

A sampling of 878 unfilled positions in the 1959-60 college season showed mathematics and natural science vacancies to be the largest with 355 jobs to be filled. These were followed in declining order by engineering, languages, social sciences, other instructional fields and administrative positions.

Although most men think of an educational career as one of teaching, there are also a variety of administrative positions which some Navymen may feel themselves better qualified to fill.

On the basis of data available on the subject, about one third of all military men who take on an educational career after retirement enter the administrative field.

Among the administrative positions available are the presidency and vice presidency of an institution of higher learning, both of which are not usually immediately available to men just getting out of the service.

All Navy Cartoon Contest
Charley Wise, HMCA, USN

"We'd better get another fix. According to our last one we're in the middle of Washington, D. C."

Other, more probable positions, are those of director of development, financial agent, dean of the college, dean of men, director of personnel, director of audio-visual services, superintendent of buildings and grounds, registrar, comptroller, treasurer, business manager, librarian, director of summer sessions, director of extension, director of placement, director of public relations, alumni secretary, director of athletics, athletic coach and many others.

• *What are the duties of faculty members in institutions of higher education?*

It is hard to generalize. It might be said, however, that the number of teaching hours expected of college teachers varies from six to eight hours a week to as much as 20 hours for instructors in smaller institutions.

The latter, however, have several duplicate sections in the same subject which would not require separate preparation for each.

Perhaps the average teaching time in universities amounts to from 12 to 15 hours. Professors who spend less than that are usually expected to spend some of their time in independent research.

A teacher with 12 or 15 hours in class could reasonably be expected to have a work week of from 45 to 48 hours a week. In the time spent outside his classroom, he would take care of organization of laboratory and field work; plan tests or other written exercises; read and evaluate examinations, term papers and notebooks; keep adequate records of student progress and especially have individual conferences with students.

College teachers do not usually enjoy the conventional 40-hour week even though they are often provided with a student assistant.

For somebody who really enjoys teaching, the rewards reached through teaching his students, in research, in other college responsibilities and community activities far surpass the increased hours necessary to do a good job.

In addition to teaching responsibilities, the average successful college teacher will have various committee assignments and possibly some administrative work as well. If he is interested in advancement, he will do research and write for publication.

Teaching, administrative competence and public service are likely to be greater factors in consideration for advancement in smaller institutions, particularly in junior colleges, where less emphasis is placed on individual research.

• *What compensation is offered by institutions of higher education?*

Teaching salaries have never been high in comparison to the other professions. In some cases, they have been distinctly inadequate. However, in recent years, steps have been taken to remedy this situation and salary increases have exceeded increases in the cost of living.

Annual salaries for full time faculty members for nine months of teaching in 1312 colleges in 1959-60 showed a median salary for professors of $9107; associate professors $7332; assistant professors $6,231; and instructors $5095.

Most retired Navymen (if qualified to teach) could expect to enter an academic career as an instructor or assistant professor. Advancement usually comes after about five years.

Administrative positions usually range from a median salary of $14,154 for vice presidents to $6340 for registrars. College presidencies have such a wide range that a median figure comes to $13,827 (less than the median for a vice-president). Fifteen college presidents in the sampling received less than $6000 per year while one privately controlled university paid its president $42,250 per year. Others were paid over $30,000 per year. The median for large universities is over $20,000.

In addition to his salary, a college teacher can supplement his income during the summer in a variety of ways. These are usually connected with his teaching field and enable him to expand his knowledge and get a more down-to-earth relationship between his subject matter and its use.

There are also a number of fringe benefits which include housing which often is either furnished outright, or made available at reduced rates.

For Navymen with several children near college age, the fact that many colleges offer enrollment to faculty members' children at reduced rates, or completely remit it, is a factor worth thousands of dollars. Many institutions of higher learning have a faculty children's tuition exchange which results in financial savings away from the home campus.

Many institutions give sabbatical leaves – a full year at full or half salary for educational travel and study. There are also a variety of retirement plans which will add a second retirement income to that received from military retirement.

In most cases, retired military personnel going into the college teaching field will not receive the salary equal to that they received while on military duty. However, their teaching salary, added to their retirement income, usually is sufficient to enable them and their families to continue the general standard of living to which they have become accustomed.

• *How can a Navyman prepare for a position in an institution of higher learning?*

Any prospective teacher should know the subject he is going to teach. He should know something about the students to be taught and the methods of teaching.

Most states require certification involving a stated number of courses in educational methods, history and philosophy. Because of the current shortage in mathematics and science teachers, certification requirements are somewhat flexible.

Frequently, an instructor can obtain a provisional certification pending completion of work which will lead to unqualified certification.

If you lack the necessary courses required for a teaching career, you should investigate the possibility of taking whatever courses you lack at the nearest university offering them, if you are close enough to attend classes. If you cannot attend regular classes, the possibility of correspondence courses should be investigated.

NOW HERE'S THIS

Disappearing Camels

Contractors beset by equipment breakdowns, manpower or material shortages and/or any of a myriad of other acts of God or freaks of nature have been known to request time extensions on their contracts before.

It's safe to say, however, that not many of them have come up with a more unusual excuse for such an extension than the one recently presented to a Navy contracting officer overseeing the construction of a new communications facility in Asmara, Eritrea.

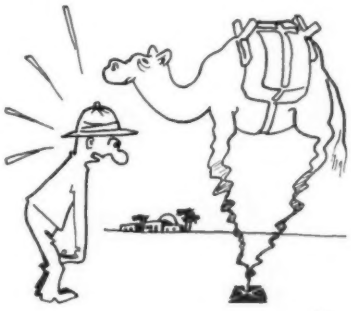
Seems the main building at the facility required a lightweight concrete insulated roof. Material for the roof was being quarried and shipped from Massawa, a town on the Red Sea coast some 80 miles down the mountainside.

The quarry was located a few miles out of Massawa, and a sub-contractor — the owner and operator of a fleet of pack camels — was hired to haul the material from the quarry to Massawa for transshipment to the construction site.

Things were progressing swimmingly, we understand, until one day misfortune struck — the camel train owner-driver fell dead of a heart attack. Camels, it develops, are inordinately unpredictable and independent critters — and without their late lamented master to keep them humping, they took off full-tilt for the hills.

The prime contractor, at his wits' end, would have been willing to walk several miles for those camels. From among all of the local citizenry, however, he was unable to come up with a ready source of camel cowboys for a quick round-up. He had no choice but to request a time extension.

He got it.



The facilities of the Armed Forces Institute should not be overlooked in this connection.

If you have already retired, there are a number of teaching fellowships available for which you might be eligible. If a fellowship is not available, you should delve into the educational benefits offered under the Korean G.I. Bill.

This and other related public laws are operative for some veterans until 1965.

• *How can a Navyman secure a position in higher education?*

Sometimes military personnel on a teaching fellowship are recommended for positions by faculty members.

If you have had experience as an ROTC instructor or through practice teaching or through personal contacts, you can apply directly for a position with added possibilities for favorable consideration.

There are also services whose business it is to place teachers. Almost all large institutions of higher learning and many small ones have a placement service for their own graduates.

The United States Employment Service of the Department of Labor has a major governmental responsibility for providing employment assistance especially for veterans in all types and levels of positions.

There are commercial teachers' agencies some of which make a specialty of college positions. These are operated for profit and usually charge five per cent of the first year's salary as commission for any position they are able to obtain for an individual.

The Retired Professors' Registry is a promising and useful agency for placing retired military personnel, who hold an M.A. or higher degree.

The Registry is a non-profit organization which is, at present, financed by the Ford Foundation.

It was originally formed for referring retired professors to positions available in colleges other than those from which they retired. It is now performing this service for retired military personnel. Interested personnel should write to the Director, Retired Professors Registry, 1785 Massachusetts Ave., Washington 6, D. C.

Any Navyman who is interested in making teaching a second career should discuss teaching with the educational officer at his installation and/or with local school officials.

Uniform Overseas Shore Duty Tours Listed for Armed Forces

ADD CHICHI JIMA to your list of standard tour overseas assignment possibilities. The five-by-two mile island (500 miles south of Japan) is included in the Navy's latest roundup of overseas facilities with standard uniform tours.

Also, changes have been made in the number of months you must serve at several other spots. Wakkani, Japan, for example, has been removed from the "no dependents" status, and is now on an even keel with the rest of Japan – a flat 36-month tour if your dependents are with you, and 24 months without.

The tours have been shortened in several areas of Brazil where, under the old listing a standard tour was 36 months with dependents or 24 months without. Fortaleza and Salvador have been redesignated as areas for unmarried or unaccompanied servicemen only.

Information pamphlets on living conditions, which also include housing information, have been compiled for most of the overseas areas. An appropriate pamphlet is usually forwarded along with your orders when, and if, you should be ordered to one of these locations. (If you don't receive one, write to the Bureau of Naval Personnel, Pers G-2, Washington 25, D. C.)

The pamphlets contain such information as entry requirements and types of quarters available.

In any case, if you are ordered overseas, you are urged to communicate with your new command well in advance of your transfer date. By doing so, your new CO can fill you in on command policy as it will concern you, and, should your family be allowed to accompany you, give you any last-minute information concerning housing lists and temporary accommodations.

The list of stations and tours shown below was distributed Fleetwide as part of BuPers Inst. 1300.26B, which also outlines Navy policy on rotation and the overseas movement of dependents.

Your dependents are not permitted at areas indicated by asterisks.

Country or Area	Tour with dependents (In months)	Tour without dependents (In months)
AFRICA AND MIDDLE EAST AREA		
Bahrein Islands	15	12
Egypt	36	24
Ethiopia (except Eritrea)	24	18
Eritrea (Asmara)	30	18
Iran (except Teheran)	24	12
Teheran	24	18
Iraq	24	18
Liberia	24	18
Libya (except Tripoli)	30	18
Tripoli (including Wheelus AFB)	36	18
Morocco		
Ben Guerir area	24	12
Casablanca area including Nouasseur	36	24
Marrakech area	30	18
Port Lyautey area including Boul Haut, Rabat and Rabat Sale	30	18
Sidi Slimane	24	12
Pakistan (except Peshawar and Lahore)	24	18
Peshawar	24	15
Lahore	*	15
Saudi Arabia (except Dhahran)	18	12
Dhahran	24	13
Turkey		
Ankara, Istanbul, and Izmir	30	18
Adana, Sile, Golcuk and Karamursel	24	18
Derence, Iskenderum	*	18
Trabzon, Samsun, and Diyarbakir	*	15
Other areas	*	12
Palestine, UN Truce Supervisory Organization	24	18
EUROPE		
Austria	36	24
Belgium	36	24
Crete	24	18
Corsica	*	18
Cyprus	24	18
Denmark	36	24
France	36	24
Germany	36	24
Greece	30	18
Italy	36	24
Malta	24	12
Netherlands	36	24
Norway	36	24
Portugal	36	24
Sicily, Sigonella	24	18
Spain (except El Ferrol and Cartagena)	36	24
El Ferrol and Cartagena	24	18
United Kingdom (except Londonderry)	36	24
Londonderry	24	18
Yugoslavia	24	18
FAR EAST AND PACIFIC AREA		
Australia (except Alice Springs)	36	24
Alice Springs	24	18
Burma (except Rangoon)	24	12
Rangoon	24	14
Cambodia	24	12
Chichi Jima	18	12
Eniwetok	*	12
Guam	24	18
Hawaii	36	24
Hong Kong	36	24
Indonesia (except Djakarta)	24	12
Djakarta	24	14
Iwo Jima	*	12
Johnston Island	*	12
Japan	36	24
Korea	24	13
Kwajalein	18	12
Laos	24	12
Midway Islands	18	12
New Zealand	36	24
Republic of the Philippines (except Mindanao)	24	18
Mindanao	*	12
Ryukyus Islands	30	18
Saipan	24	18
San Nicolas Island	*	12
Taiwan	24	15
Thailand (except Bangkok)	*	12
Bangkok	24	18
Vietnam (except Saigon)	24	12
Saigon	24	14
Wake Island	18	12
NORTH AMERICA AND NORTH ATLANTIC AREA		
Alaska		
Aleutian Peninsula and Islands west of 162d Meridian including Adak, Attu and Dutch Harbor	18	12
Anchorage Area including Almendorf AFB and Fort Richardson	36	24
Big Delta area including Fort Greely	24	18
Fairbanks area including Eilson AFB and Ladd AFB	30	18
Juneau area	24	18
Kenai-Whittier area including Wildwood Station	24	18
Fire Island	*	12
Kodiak Island	24	12
Murphy Dome	*	12
Nome area	24	12
Point Barrow area	18	12
Azores	24	18
Canada		
Labrador (except Goose AFB)	24	12
Goose AFB	24	15
Metropolitan areas	36	24

Country or Area	Tour with dependents (In months)	Tour without dependents (In months)
Newfoundland		
Argentia	24	18
St. Johns	36	24
Stephenville	30	18
Other areas	24	12
Greenland	24	12
Iceland	24	12
Mexico	36	24
SOUTH AMERICA AND CARIBBEAN AREA		
Antigua	24	18
Anguilla	24	18
Argentina	36	24
Aruba	24	18
Barbados	24	18
Bermuda	36	24
Bolivia	24	18
Brazil (except as noted)	36	24
Fortaleza	*	18
Recife	24	18
Salvador	*	18
Chile	36	24
Colombia	36	24
Costa Rica	36	24
Cuba		
Guantanamo	24	18
Dominican Republic	36	24
Ecuador	24	18
Eleuthera	24	18
El Salvador	36	24
Guatemala	36	24
Haiti	36	24
Honduras	24	18
Nicaragua	24	18
Panama (including Canal Zone)	36	24
Paraguay	24	18
Peru	36	24
Puerto Rico	36	24
San Salvador Island	*	12
St. Lucia	*	12
Trinidad	24	18
Turks Island	*	12
Uruguay	36	24
Venezuela	36	24

List of New Motion Pictures And TV Series Available To Ships and Overseas Bases

The latest list of 16-mm feature movies and TV series available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Two one-hour TV shows are packaged together for a 108-minute program, but may be shown aboard ship only. TV series available for selection are *Wagon Train* — Western, *Perry Mason* — Melodrama, and *Checkmate* — Drama.

Movies in color are designated by (C) and those in wide-screen processes by (WS). They are available for ships and bases overseas.

Motion Pictures

Now Voyager (1751): Drama; Bette Davis, Paul Henreid.

Ring of Fire (1752) (C): Melodrama; David Janssen, Joyce Taylor.

Operation Eichmann (1753): Melodrama; Werner Klemperer, Ruta Lee.

Flaxy Martin (1754): Melodrama; Virginia Mayo, Zachary Scott.

The Millionairess (1755) (C) (WS): Comedy; Sophia Loren, Peter Sellers.

Girl From Jones Beach (1756): Comedy; Ronald Regan, Virginia Mayo.

Hand in Hand (1757): Drama; John Gregson, Sybil Thorndike.

Wings of Chance (1758) (C): Melodrama; James Brown, Frances Rafferty.

Sword of Sherwood Forest (1759) (C) (WS): Melodrama; Richard Greene, Peter Cushing.

The Big Bankroll (1760): Melodrama; David Janssen, Mickey Rooney.

The Green Helmet (1761): Melodrama; Bill Travers, Ed Begley.

Please Turn Over (1762): Comedy; Ted Ray, Jean Kent.

The Canadians (1763) (C) (WS): Melodrama; Robert Ryan, John Dehner.

The Secret Ways (1764): Drama; Richard Widmark, Sonja Ziemann.

A Raisin in the Sun (1765): Drama; Sidney Poitier, Ruby Dee.

The Steel Claw (1766) (C): Melodrama; George Montgomery, Charito Luna.

Television Programs

5124 TV-1 *Wagon Train* — The Larry Hanify Story. TV-2 *Perry Mason* — The Lost Last Act.

5125 TV-1 *Wagon Train* — The Colonel Harris Story. TV-2 *Perry Mason* — Crooked Candle.

All Navy Cartoon Contest
Joseph F. Melvin, HM1, USN

"Are you drawing proficiency pay yet?"

5126 TV-1 *Wagon Train* — The Felizia Kingdom Story. TV-2 *Perry Mason* — The Case of the Fugitive Nurse.

5127 TV-1 *Wagon Train* — The Ricky and Laurie Bell Story. TV-2 *Perry Mason* — The Case of the Half-Wakened Wife.

5128 TV-1 *Wagon Train* — The Tom Tuckett Story. TV-2 *Perry Mason* — The Case of the One-Eyed Witness.

5129 TV-1 *Wagon Train* — The Ruth Marshall Story. TV-2 *Perry Mason* — The Long-Legged Models.

5130 TV-1 *Wagon Train* — Jose Maria Moran Story. TV-2 *Checkmate* — Lady on the Brink.

5131 TV-1 *Wagon Train* — The Clara Duncan Story. TV-2 *Checkmate* — Target: Tycoon.

5132 TV-1 *Wagon Train* — The Steve Campden Story. TV-2 *Perry Mason* — The Black-Eyed Blonde.

5133 TV-1 *Wagon Train* — Chuck Wooser Wagon Master. TV-2 *Perry Mason* — The Vagabond Vixen.

5134 TV-1 *Wagon Train* — The Jonas Murdock Story. TV-2 *Checkmate* — Mask of Vengeance.

5135 TV-1 *Wagon Train* — The Josua Gilliam Story. TV-2 *Checkmate* — Runaway.

5136 TV-1 *Wagon Train* — The Christine Elliott Story. TV-2 *Perry Mason* — The Haunted Husband.

5137 TV-1 *Wagon Train* — The Alexander Portlass Story. TV-2 *Perry Mason* — The Empty Tin.

5138 TV-1 *Wagon Train* — The Sam Livingston Story. TV-2 *Checkmate* — The Murder Game

5139 TV-1 *Wagon Train* — The Luke Grant Story. TV-2 *Checkmate* — Deadly Shadow.

Deadline Is Near for Navymen Planning to Apply for NROTC

IF YOU HAVE PLANS to take advantage of the opportunities offered by the Navy to improve your educational background, you'd better get moving. The deadline for the Navy's 1962 NROTC program is rapidly approaching. A nomination from your commanding officer must be received by the Chief of Naval Personnel by 21 Oct 1961.

Provided your nomination reaches the Bureau on time, and if you are considered qualified, your skipper will receive a copy of the Navy College Aptitude Test, which you'll take on the Fleet-wide test date on 9 December.

This test and your physical examination are the controlling factors which determine whether your application will be given further consideration.

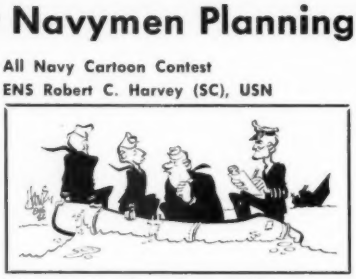
The names of those who pass the college aptitude test will be published next spring—and next summer, if you're still interested in the program, you'll be ordered to the Naval Preparatory School at Bainbridge, Md. If you negotiate the Prep School successfully you'll be appointed midshipman in the Reserve and sent to an NROTC unit at the school of your choice to begin your studies.

While you're studying for a baccalaureate in the field you select, the Navy will provide you with:

- All tuition, books and fees.
- Retainer pay of $50 a month for four years.
- The required uniforms for wear at drills, on cruises, and at other functions for which uniforms may be prescribed.
- Three eight-week summer cruises, during which you'll receive practical training and firsthand experience. Two of these cruises will be to such choice liberty areas as Europe and South America. The third normally takes you to Little Creek, Va., and Corpus Christi, Tex., for amphibious and aviation training.
- Upon graduation a commission as ensign in the Regular Navy or second lieutenant in the Regular Marine Corps.

Sounds like a good deal – and it is – but it's not all beer and skittles. Although the midshipman who enters the program from active duty enlisted status retains his enlisted rate on a suspended basis (in case you are separated from the program), you receive only your retainer pay of $50 a month, or the increased pay you get during summer cruises.

All Navy Cartoon Contest
ENS Robert C. Harvey (SC), USN



"He wants to know how much leave you have on the books."

This is definitely not enough to make you the richest man on campus. In fact, experience has proved that you will probably need an additional $300 to $600 per year – depending on the school and your tastes – to meet all expenses. Unless your family can help you out, or you can save some cash beforehand, digging up that much money can be quite a problem, especially when you are so busy with your studies that it would be almost impossible for you to take a part-time job.

"That's no problem for me," you might be figuring to yourself, "I'm all set to get married, and I know my wife wouldn't mind working long enough for me to get through school."

This isn't the solution either. In order to get into the program you must be single, and agree to stay that way until you're commissioned as an officer.

Largely because of the problem of finances, the Navy is not getting as many active duty applicants for Regular NROTC as it would like to have, so the odds in favor of being nominated for the program are better than you might think.

The program is open to Regular and Reserve enlisted men on active duty and to inactive Reservists and civilians. Each year some 1600 candidates are selected for it. Of that number, 160 candidates are Navymen or Marines who've applied while on active duty.

The names of those who pass the college aptitude test will be published in March. Next summer, you'll be ordered to the Naval Preparatory School at Bainbridge, Md., where you'll get a chance to brush up on your studies. After that (providing, of course, that you get through the Preparatory School successfully), you'll be appointed to midshipman in the Reserve, and sent to one of the 52 NROTC units.

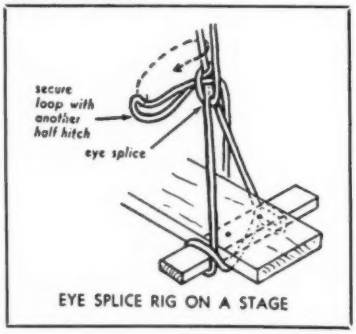
While in college you may take any course leading to a bachelor's degree except the following:

Pre-Medicine, Pre-Dental, General Agriculture, Dairy Production, Soils, Wildlife Management, Soil Conservation, Hotel Administration, Anthropology, Pre-Veterinary, Pre-Theological, Agronomy, Dairy Manufacturing, Horticulture, Real Estate, Religion, Landscape Architecture, Physical Education, Pharmacy, Music, Art, Law, Poultry Husbandry, Dairy Husbandry, Floriculture, Animal Science, Entomology, Dramatics, Industrial Arts, or Animal Husbandry. Except for these courses, the field is wide open to you.

There are some courses you'll be required to take. You must have 24 semester hours (or the equivalent in quarters hours) of naval science. You'll also need to complete one year of college mathematics and one year of college physics by the end of your sophomore year. And you'll be required to achieve proficiency in written and oral English, meeting the standards established by the college you attend. Outside of these few restrictions and requirements, you'll be practically on your own for the four years of schooling.

Upon graduation you'll be commissioned and ordered to active duty for four years. Depending on the needs of the service at the time, your commission will be as an ensign (Line) in the Navy, a second

Grains of Salt —



EYE SPLICE RIG ON A STAGE

lieutenant in the Marine Corps or an ensign in one of the Navy's staff corps. You'll be given a chance to indicate which branch you'd prefer.

Most of the graduates take Line commissions in the Navy. If you apply, and are qualified, you may receive immediate assignment to flight, submarine or nuclear training.

Once you are commissioned you'll be considered a career officer in every sense of the word, since the Regular NROTC program is designed as a supplement to the Naval Academy's output.

Sound worth looking into? The eligibility requirements can be found in Articles C-1202 and C-1204 of the *BuPers Manual*. Briefly, here's what it takes:

- You must be on an enlistment or extension of an enlistment which will not expire before 1 September of the year in which you will enter college.
- You must have reached your 17th – but not your 21st – birthday on 1 July of the year in which you wish to enter the program. However, for men on active duty, the upper age limit will be waived if you have previous college credits, and if you will not have reached your 25th birthday by 1 July of the year in which you graduate from college. To establish this waiver, you will be required to submit a college transcript.
- You must be a high school graduate or possess the equivalent educational background or high school certificate which would be acceptable for admission to an NROTC college or university.
- You must be a citizen of the United States.
- You must be unmarried and agree to remain unmarried until commissioned.
- You must be of good moral character, have the potential for leadership and be recommended by your commanding officer.
- You must pass a physical examination conducted by medical officers. (The final determination of your physical qualifications is subject to review and decision by the Chief, Bureau of Medicine and Surgery, and to the approval of the Chief of Naval Personnel. No waivers of physical defects will be granted to NROTC applicants.)

Here's Latest Change To Advancement Rules

Advancement in rating is one of the more important aspects of your career. It means added prestige, more money and often, a better job for you.

BuPers Inst. P1430.7D Change Transmittal of 20 Jun 1961 issued a thick pad of page changes to the booklet, *Advancement in Rating of Enlisted Personnel on Active Duty* (BuPers Inst. P1430.7D).

Although the changes, for the most part, only clarify current instructions, there are a few that may be new to you. Here are some of them:

- Men who are advanced to E-8 and E-9 are required to serve on active duty for two and three years, respectively, after they accept the advancement. They must extend their enlistments for the required time, if necessary. This will allow the personnel distributors to rotate them on schedule.
- When advancement examinations are forwarded to another command, the forwarding letter must specify whether or not the NavPers 624 (Recommendation for Advancement or Change in Rating) has been sent to the Naval Examining Center.
- A new revised worksheet that corresponds with the EAM Card NavPers 624 has been adopted. The new form shows the date on which the NavPers 624 was forwarded to the Naval Examining Center and also gives space to record the results of the advancement examination. The new form is NavPers 624W (Rev. 3-61).
- Changes in a NavPers 624 which has already been submitted to the Naval Examining Center may now be made by speedletter. In the past a revised NavPers 624 was required.
- Men being tested for advancement to E-3 may be given a locally prepared examination (questions may be taken from a new, standard, Navy-wide test for E-3), or they may be given the standard test which has been prepared by the Naval Exam Center.
- Naval Reservists who are not advanced before they report for active duty, solely because of administrative delay, may now be advanced by their commanding officers.

All these changes should now be included in BuPers Inst. P1430.7D.

HERE'S YOUR NAVY

Every now and then—about every three months—in a peaceful depression snuggled among the palm trees of Guam, a giant explosion takes place. It could be the birth of a volcano or maybe the opening of an invasion, but it is neither. The Navy is just disposing of miscellaneous explosives it has picked up around the island from reports of service people and civilians alike.

The people in charge of this not too comfortable operation are on the explosive ordnance disposal team (EODT).

When something explosive is found on the island, the discovery is reported to the team which picks it up and totes it back to the hole to await controlled detonation.

The team gets quite a variety of explosives, found under a number of interesting circumstances. For instance, there was the pile of hundreds of three-quarter-pound picric acid blocks found in a Japanese bunker. There are the Navy duds found in the water by swimmers and, nicest of all, are

the pipe-like bangalore torpedoes which have been found first by hikers who sometimes try—unsuccessfully so far—to use them for grills on barbeque pits. They are then re-discovered by someone who recognizes them for what they are and reports them to the EODT.

In case you feel like exploding, here's how the EODT does it. Primacord is laid on the material to be exploded (it is gathered into small groups) and explosive composition blocks are formed around the primacord. One lucky man remains behind, after everyone else has left, to tape the electric blasting cap into the firing lead. He carries the "hell box" (used to set off the explosion) on his back to prevent some well-meaning but curious individual from finding it and pushing the plunger just to find out what will happen.

The red flags go up and everyone who needs to know is informed that the fireworks are about to start.

After that—VAVOOM!

Sound like fun? Why man, it's a blast.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

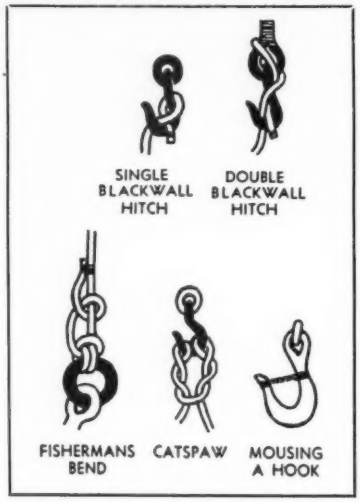
Alnavs

No. 25 – Announced approval by the President of the report by a selection board which recommended line officers for temporary promotion to the grade of rear admiral.

No. 26 – Announced approval by the President of the report by a selection board that recommended U.S. Marine Corps officers for temporary promotion to major general.

No. 27 – Announced approval by the President of a report by a selection board that recommended U.S. Marine Corps officers for temporary promotion to brigadier general.

Grains of Salt —



No. 28 – Required that certain medical supplies be suspended from issue and use.

No. 29 – Announced the withdrawal of APO parcel post privileges for dependents of U.S. military personnel who reside in the Philippines while their sponsors are on duty outside the Philippines.

No. 30 – Announced the death of General Randolph McCall Pate, USMC (Ret), on 31 Jul 1961

Instructions

No. 1020.11A–Sets forth the policy and instructions for providing clothing to enlisted Naval Reservists who are ordered to extensive active duty or discharged for immediate enlistment in the Regular Navy.

No. 1300.26B – Provides a current statement concerning overseas tour lengths, policies on personnel rotation and policies concerning overseas movement of dependents.

No. 1510.69F – Requests applications and outlines eligibility requirements and procedures whereby naval enlisted personnel may apply for assignment to the Navy Enlisted Scientific Education Program.

No. 7010.2A – Revises the method by which the Chief of Naval Personnel levies an assessment against profits earned by Navy Exchanges and ships' stores.

Notices

No. 1430 (3 July) – Discussed advancements resulting from the February 1961 Navy-wide examinations and the opportunities for advancement which, it was estimated, would exist in the August exams.

Now's The Time To Think About Your Beneficiaries' Insurance

If you should be killed tomorrow, to whom would your life insurance benefits be paid? If you are as careless about naming your beneficiary, as a recent group of VA-insured men proved to be, four out of 10 of you have a beneficiary listed who is not the person to whom you really want the money paid.

Apparently this most frequently happens when a policyholder gets married.

Before that, your beneficiary was probably one or both of your parents or some other member of your family. But, now that you're married, you undoubtedly want your wife to be the beneficiary. You and many of your shipmates have not, however, made such a change to your policy.

The Record of Emergency Data Form (DD 93-1) which you fill out for your service jacket *DOES NOT* change or affect the beneficiary of your GI or NSLI insurance. To change your insurance beneficiary, you should complete Veterans Administration VA Form 9-336 (Change of Designation of Beneficiary and / or Change or Selection of Optional Settlement) and forward it to the Veterans Administration District Office, Post Office Box 8079, Philadelphia 1, Pa. If you have insurance with a civilian company, you should also make sure your beneficiary is correct on that policy.

Many times, reports the VA, individual cases are brought to the attention of the Secretary of the Navy and Veterans Administration by members of Congress and the survivors of deceased persons, because the insured man did not have his beneficiary correctly designated.

In a test, to see to what extent the beneficiaries might be wrongly designated, the VA solicited a new beneficiary application from a random group of insureds. Four out of 10 of the persons contacted made an actual change in their previous designation. This same condition might hold true for Navy personnel.

You have the right to name anyone you wish as beneficiary of your life insurance policies. For that reason, the beneficiary you designate on each policy will receive the insurance benefits, regardless of who is designated in your will, Record of Emergency Data, or other documents.

The Chief of Naval Personnel is concerned about this situation, and reminds officers and enlisted members of the Navy to make sure their designated beneficiaries are, in fact, the persons to whom they want any benefits paid. In case you are not sure whom you have designated, or if you failed to change your policy when it should have been changed, it would be safer to fill out and forward VA Form 9-336 anyway.

More information on this subject may be found in BuPers Notice 1740 of 26 May 1961.

DECORATIONS & CITATIONS

DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ BOUNDY, James W., RADM, SC, USN, for exceptionally meritorious service to the Government of the United States in a duty of great responsibility as Chief, Bureau of Supplies and Accounts, and Paymaster General of the Navy, from August 1958 to May 1961. Exercising outstanding professional ability and keen foresight, RADM Boundy established new goals for the operation of the Navy Supply System to adjust to the rapidly changing operational demands and technological advances of the Navy. In accomplishing these goals, RADM Boundy has made a significant contribution to the combat readiness and capability of our naval forces on the sea and in the air. As the Navy Member of the Armed Forces Supply Support Council, he has advanced interservice supply cooperation and coordination. Under his skilled supervision, the Navy Supply System has established an enviable reputation in industry as a pioneer in advanced techniques of inventory management and in the application of methods engineering to clerical functions.

LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service in the Government of the United States . . ."

★ CRONIN, Robert E., RADM, USN, for service from August 1956 to June 1961 as Chief of Industrial Relations. Rear Admiral Cronin has made a marked contribution toward strengthening relationships between Navy and civilian employee representatives, resulting in a better mutual understanding of problems and fewer labor disagreements. He was personally responsible for the expansion of training in Industrial Relations through the establishment of Industrial Relations Field Institutes. Under his effective guidance, the Navy's Merit Promotion Program has brought about a higher level of employee performance and the retention of capable personnel. His close personal knowledge of the intricate details of personnel administration has been a strong contributing factor in the creation of a streamlined and more effective Industrial Relations program.

★ RODEE, Walter F., RADM, USN, for exceptionally meritorious conduct in the performance of outstanding service from May 1960 to July 1961 as Commander Fleet Air, San Diego, and Commander, U. S. Naval Air Bases, Eleventh Naval District. During this period, Rear Admiral Rodee exercised marked professional skill and resourcefulness in planning and coordinating the smooth merger of Naval air bases with the newly established Fleet Air, San Diego. He succeeded in avoiding duplication of effort and ensured the smooth functioning that provided the maximum of services to the fleet and support for the multitudinous tasks of the aircraft carriers, aircraft squadrons, and Aircraft, Fleet Marine Force, Pacific.

★ ROMOSER, William K., RADM, USN, for exceptionally meritorious conduct in the performance of outstanding service from July 1960 to July 1961 as Commander Service Force, U.S. Atlantic Fleet. During this period, Rear Admiral Romoser carried out his responsibilities with outstanding professional skill and resourcefulness. Through his personal interest in the improvement of fleet logistic support and the underway replenishment phases thereof, he was instrumental in bringing about increased efficiency, more rapid resupply, streamlined procedures, and reduced replenishment time. Numerous projects undertaken by the construction battalions were completed effectively and expeditiously due to Rear Admiral Romoser's efficient planning and coordination.

★ ROTTER, Benjamin F., AQCS, USN, for outstanding service during the period from June 1958 to July 1960 as Supervisor of the Aviation Fire Control Shop, Attack Squadron 44, U. S. Naval Air Station, Jacksonville, Fla. In 1959, when the need arose for a unit which would test all the system components of the AERO 18 LABS delivery system, Rotter built, from salvage, manufacturing those parts he could not find, a portable tester which could check out the entire LABS system under conditions similar to those normally encountered in flight. Built at no cost to the Navy, this test unit aids materially in maintaining the AERO 18 LABS system at peak effectiveness. In February 1960, when the need arose for a low-cost, two-place airborne radar aircraft with which to train A4D-2N replacement pilots in the use of the AN/APG-53A radar, Rotter designed and supervised the prototype installation of the radar in an AD-5 aircraft. Subsequent flights have proved this installation to be highly reliable and eminently satisfactory for training purposes, with present indications that the trainer will be adopted for Fleet radar training in both the Atlantic and the Pacific naval air commands. Through his outstanding technical skill, initiative, and determined efforts, Rotter made a significant contribution to the attainment of his squadron's mission to train replacement pilots for the Fleet. In addition, he was instrumental in effecting considerable financial savings to the Navy.

★ SNACKENBERG, John A., RADM, USN, for exceptionally meritorious conduct in the performance of outstanding service from May 1958 to June 1961 as Chief, Military Assistance Advisory Group to The Netherlands. During this period, Rear Admiral Snackenberg was responsible for the undertaking of several important projects in the fields of propulsion and auxiliary machinery systems and for the development of a highly effective ASW capability that resulted in an efficient hunter-killer group in the Royal Netherlands Navy. His fine sense of diplomacy and tactful manner motivated the military services of The Netherlands toward meeting their NATO commitments.

NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ METZ, George E., LT, MC, USN, for heroic conduct on the morning of 15 Nov 1960 while serving with the Medical Department, U. S. Naval Air Station, Cubi Point, Philippine Islands. Witnessing the crash of a Marine Corps helicopter on the slope of Mount Mariveles, Bataan Province, LT Metz raced to the burning wreckage and succeeded in extricating a trapped and severely burned Navy medical corpsman moments before the aircraft exploded and became engulfed in flames.

BOOKS

HISTORY IN THE MAKING IN THIS MONTH'S LIST

THOSE OF US who recall Gunther's *Inside Europe* of 25 years ago will be shocked to discover how rapidly the stream of history has hurried us along from day to day. The Big Names of that time are almost forgotten now and are replaced by, in many cases, the equally ephemeral Big Names of today. All this is to suggest that, as never before, we are living in historical times and these times are admirably reflected in the books selected for your ship or station library.

Inside Europe Today, by John Gunther, repeats his earlier triumph in a survey of the tremendous changes that have taken place since 1936, and sketches in detail the appearance of Europe as it is today. Hitler, Mussolini and Stalin are gone and, in their stead, two Germanys, and a new France, Italy and Russia have arisen. France is having trouble with Algeria. NATO and the Common Market were earlier unknown. The Atlantic alliance is a fact. Colonialism is dead. New social problems are emerging everywhere. Furthermore, the United States has become a part of the new Europe to an extent difficult to visualize 25 years ago, says Gunther. All journalism is history, in a sense, but this is conscious historical journalism – and highly readable.

Russia and the West Under Lenin and Stalin, by George F. Kennan, covers almost the same period but the approach is, of course, much different. An excellent writer as well as historian and diplomat, Kennan has attempted to bring order out of the chaos in the story of Russia and the West from the Communist Revolution to the end of World War II. His book, which is actually a series of lectures, makes a number of points: World War I was a major catastrophe for the West; the demands of "unconditional surrender" during both wars only strengthened Russia who, at no time, was a friend of the West; Lenin used violence when necessary to advance Communism, Stalin employed it to advance his own power at the cost of the power of his country. Kennan makes the point that the West will have to go right on competing with Russia for an indefinite period, that conflict (but short of all-out war), not cooperation, will be the normal condition of existence. Although Russia never hesitates to use violence as an implement of policy whenever the situation dictates, he doubts if they will ever risk all in a general World War. Important, but not light.

Two other books, ***Official Secret,*** by Clayton Hutton, and ***Colditz,*** by Reinhold Eggers, also cover World War II and both are quite off-beat. *Secret* is a now-it-can-be-told type about how British fighters were helped to elude their potential captors. This sounds pretty basic, but it can lead to complications. Major Hutton was the brain primarily responsible for the invention, design and production of such cloak and dagger gimmicks as fountain pens that could fire darts, silk maps so thin they could be concealed in a card or the sole of a boot, flying boots whose tops could be converted into a coat with civilian-type shoes remaining, not to mention match boxes and buttons that were really compasses. One of the Major's biggest problems: His activities were so hush-hush he just couldn't help but attract the attention of Scotland Yard and other nosey-parkers. Obviously, he couldn't explain what he was up to. You'll have to read the book to learn how he dealt with that one. How does one qualify for such a job? The Major's only earlier claim to professional experience was that he once challenged Houdini in an escape contest – and lost.

In a way, *Colditz* might be considered as the other side of the three-dollar bills produced by Major Hutton. It is concerned with a presumably escape-proof castle, high on a pinnacle of rock, in which the Germans held for safekeeping (as long as they could) the toughest and most escape-minded Allied prisoners. The story is told in a tone of exasperated admiration by a German, an officer whose duty it was to see that the POWs didn't escape. From this point in time it would appear that the whole thing was conducted on a plane of gentlemanly moves and countermoves but it is quite possible that the writer has his English-speaking markets in mind. At the time, it probably wasn't quite so polite as implied.

Until now we've spoken of the past. In almost every summary of current books you'll find at least one whither-away-are-we-headed type and this one is no exception. This month's candidate is ***Strategy for the 60s,*** edited by Jay H. Cerf and Walter Pozen. In search of a "global overview" of such issues as the role of the emerging nations, the Sino-Soviet threat, and the ever-increasing destructive power of thermonuclear weapons, the U. S. Senate Foreign Relations Committee contracted with 13 leading American foreign-policy research centers for a series of comprehensive studies of foreign and defense policies. The result was some 1400 tightly printed pages which *Strategy* boils down to approximately 168 pages.

In view of the problems ahead, one simple little mutiny, easily quelled, might seem to be almost a relief. Not so. ***The Potemkin Mutiny,*** by Richard Hough, makes the point that this incident very nearly precipitated the Russian Revolution almost 12 years ahead of schedule. To some, including the responsible authorities, this was simply a sordid little rebellion over some bad meat, organized by professional agitators. To others (including those who saw Eisenstein's motion picture) it was pretty earthshaking. Within two weeks, *Potemkin's* crew declared war on its government, killed her commander and many of her officers, defied an admiral and his squadron and participated in a civil uprising which resulted in some 6000 deaths. Hough, who earlier wrote *The Fleet That Had to Die,* tells both sides of the story in this one.

No escape fiction this month. Even here, you will find problems. (After all, no problems, no plot. No plot, no story. No story, no fiction.) ***Memed, My Hawk,*** by Yashar Kemal, follows the classic form in which villains are all black, heroes are the strongest, bravest and finest, and heroines are pure as the driven snow and gladly face death rather than dishonor.

You can expect to be thoroughly shaken by ***Mila 18,*** by Leon Uris, the author of the earlier *Exodus.* This time, he tells of the stand of the Jews in the Warsaw Ghetto against the Nazis who were determined to wipe it, and its inhabitants, from the face of the earth. Physically, they succeeded, of course, but the defenders have already been immortalized by John Hersey in *The Wall.* This is a gripping tale.

THE story has often been told of the official negotiations between Japan and Commodore Matthew C. Perry, USN. *Even at that time, however — and, no doubt, much earlier — Navymen demonstrated a lively curiosity and friendship toward everyone they met, whether on the official or unofficial level. J. W. Spalding, a junior officer of* USS Mississippi, *tells of the early encounters between Japanese and Americans while awaiting the slow progress of this summit meeting of more than a century ago.*

WHEN THE COMMODORE came aboard *Mississippi*, his broad pennant was hoisted, the anchors hove up and with boats ahead to make soundings, we stood up the bay, running nearer to the great capital of the empire than the ship of any foreigner had gone before.

The Japanese troops on shore kept watch on our movements, and their guard boats rowed up in company with ours, but did not attempt to impede or molest them. Having gone up and made soundings until the water began to shoal, we put the ship about and returned to where we had left *Susquehanna*.

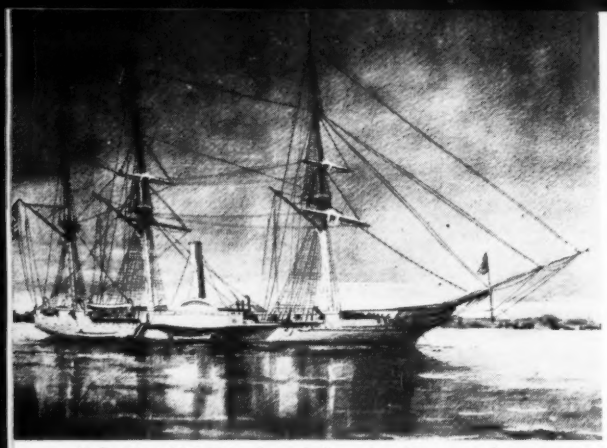
We had now been in their waters about eight days, during which we had only one opportunity for noticing things and people, nearby on shore and then for not a very long time. Their boats were sharp, and by the continued action of the sculls — instead of rowing on their sides — were impelled with greater speed than the Chinese; while the nice bows to their junks indicated great superiority, and the single white canvas sail, stretched by a yard from the enormous mast, was far more pleasant to the eye and senses than the mat-sail of China. Their plan of reducing sail is singular; instead of lessening the hoist of the sail, as other nations do, as in reefing, they reduce the width of their sail by unlacing a cloth from either side.

We did not on this visit get in the vicinity of the capital but could form some idea of its consumption by the immense number of coasting-junks forever going up and returning, keeping the bay white with their sails, in the center of which black characters told the district they were from, or it was indicated by strips of black cloth hanging from either end of the yard.

THE SPOT SELECTED for the erection of the buildings for the conferences was on the beach of the village of Yokohama, in the small bight of Kawa-saki. This place was quite sheltered by a projecting bluff below. The Japanese, as could be seen through a glass at two and a half miles distant, set to work in the erection of the buildings on shore with a Babel-like activity; and the ships of the squadron moved in closer and formed a crescent line in their anchorage.

While the buildings were being readied, a number of their fast-sailing, sharp, copper-plated and tasseled-prowed boats, some quite ornamentally painted, came off and moved around the ships, their inmates not being allowed to come alongside by orders of their government's cruisers, peering all they could. The sterns of these boats are open, or indented a foot or

From *The Japan Expedition*, by J. W. Spalding, published by J. S. Redfield, New York, 1855.



U.S. NAVYMEN of paddle-wheel steam frigate *USS Mississippi* made many new friends in the Far East.

so in their build. This was due to the belief that the eddying waters at this point serve to propel the craft.

The tall, square masts of their boats, when not under sail, rest on a kind of gallows at the stern. At one corner of the stern is an upright bamboo pole to which, like a tavern-keeper's sign, is attached by strips a cotton or provincial flag. If it be a government or customhouse boat, the flag is of white cotton with a horizontal black stripe through the center. The rowers of these boats are athletic men who appear very indifferent to cold, and in the chilliest weather their cotton garments are most scanty.

THE JAPANESE OFFICIALS, or gentlemen, who came off to the ships were politely received and kindly entertained. They seemed gratified and, after the manner of their land, indicated their appreciation by bringing from time to time little presents. I don't remember having seen anything but the most quiet and gentle manner in any of these visitors except one individual who pried into everything about the ship with rude curiosity. He came and went from the cabin without decorum, and examined officer's staterooms without solicitation. However, he did appear to understand quite well how a howitzer in battery should be worked.

A dinner was given on *Susquehanna* by her commander to the governor of the province of Uraga and a suite of ten others. The Japanese, being accustomed to the use of chopsticks at their meals, were a little awkward at first in the use of the knife and fork, but it did not take them long to acquire the necessary facility.

The cherry cordial, of which they are very fond, did not go untasted, and champagne was by no means neglected. Accustomed to the small saki cup, they admired the contents more than the size of our glasses. When any health was proposed, they would turn their goblets upside down on the table to show the absence of heeltaps.

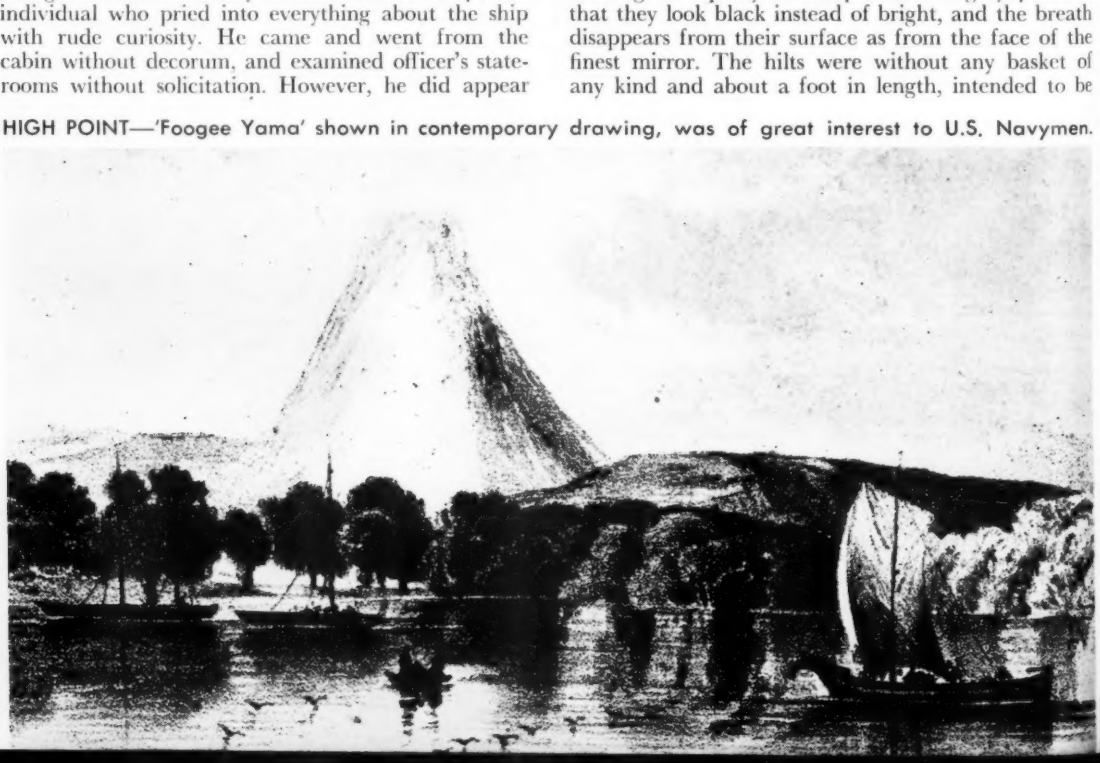
They remained at the table some two hours, during which time one of them sang a Japanese song. In return, one of the lieutenants of the ship sang "Ginger Blue."

ON LEAVING THE SHIP, the governor remarked that he hoped he would have the opportunity of reciprocating the courtesies which had been shown him and his party when the treaty had been made. As customary, they left a number of little presents, consisting of confections in small wooden boxes, and flowers, and little birds on miniature trees.

While at dinner, they laid aside their swords. I had a very good opportunity of examining them in the cabin of *Mississippi*. The Damascus may not equal them, but they showed much surprise when I demonstrated the temper of this famed blade by an engraving in which the point of one appeared so bent as to be put through the guard.

The Japanese blade is of the most magnificent steel. It has the back shaped like that of a razor and the edge is equally as sharp and so highly polished that they look black instead of bright, and the breath disappears from their surface as from the face of the finest mirror. The hilts were without any basket of any kind and about a foot in length, intended to be

HIGH POINT—'Foogee Yama' shown in contemporary drawing, was of great interest to U.S. Navymen.



grasped, when in use, by both hands. They were covered with the skin of a shark or corrugated plaice, wrapped in silk cord in diamond shapes, and ornamented with amulets in the shape of small animals, made of gold, boxwood, coral or bronze. The guard, which was a circle of bronze, frequently had an image of a fly entangled in a web. The blade has little curve and is contained in a scabbard of wood finely lacquered and ornamented with purple cord.

THE HOUSES on shore progressed and were built without any palisade enclosure, as had been agreed on. The Japanese brought water in their boats to fill our tanks. They brought two kinds and desired us to choose between them. Everything in Japan having any connection with strangers is considered a matter of such importance that the waterboats were always accompanied by others with municipal officials.

They were entertained with cakes and tea and wine; and were quite curious in examining each portion of the ship. They told us that the Russian squadron had been at Nagasaki and had left there on the 12th of February. At that time they declared their intention of making a treaty with the "American States" alone.

They would present their fans on which they desired some sentiment to be written, and many of them took away the marginal aphorisms of a pocket-dictionary. Their own cards were written perpendicularly on strips of paper. They were very polite in writing names in Japanese characters in our book.

Some Japanese amateur artists from Yedo, who had come down from the city in the suite of the commissioners, made crayon sketches of many of the officers and seemed to labor under the impression that the only thing necessary to make a good American portrait was to draw a large nose and sketch the balance of the features around it. Their efforts at representing flowers were much better.

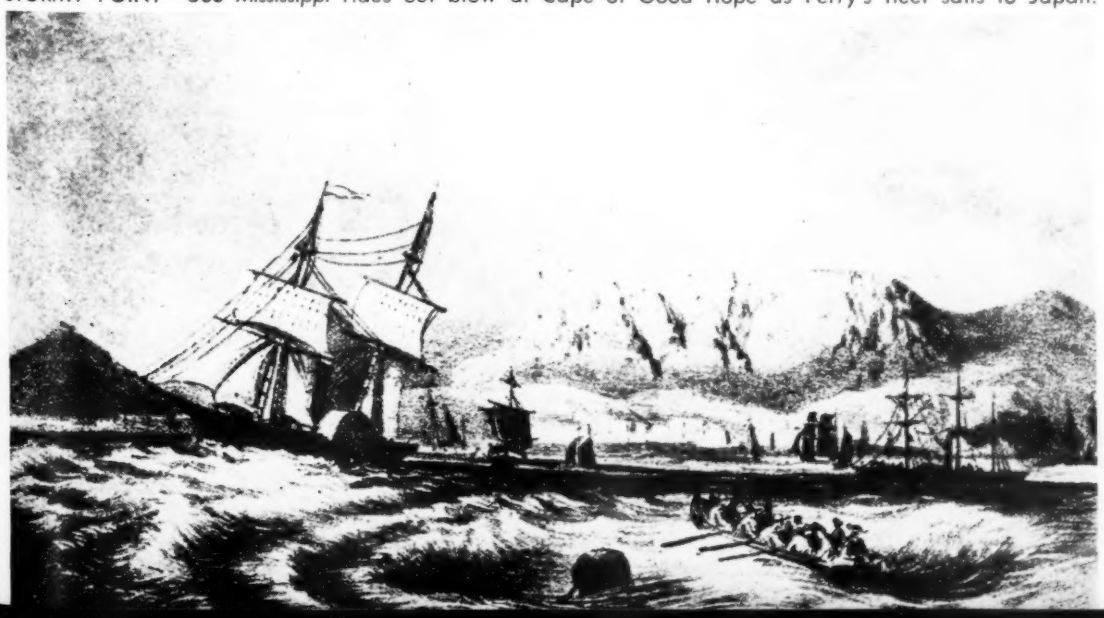
WHILE ON SHORE I took the opportunity of making a closer inspection of the Japanese troops who were standing in line in a neighboring field. They did not present as good an appearance as those seen the year before. They did not seem as athletic as the Tartar troops I saw at the fort back of Canton or at Shanghai. It appeared to me that even if they were armed with the percussion musket or the modern Minie rifle, instead of the antiquated matchlocks and old Dutch muskets as they now are, their unsoldierly costume would prevent the freedom and quickness of movement that now constitutes effective troops.

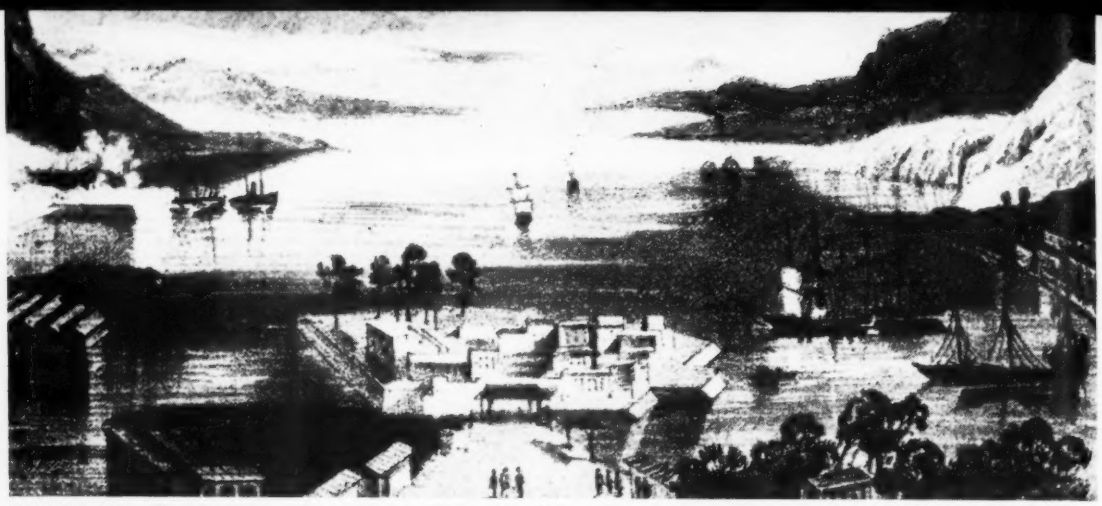
In my limited reconnaissance, I took occasion to pull some of the flowers — camellia japonicas — that were growing wild. One of the two-sworded gentry seeing me standing on the beach with a bunch in my hand, asked to know the name of the flower in "American." Upon being told, he repeated the word until he got our pronunciation quite accurately, and then wrote it down in a small soft-paper book with a camel's hair pencil. They are always provided with these, together with a small bronze ink-holder and a handle to contain the pencil which, at a short distance, appears similar to a small pipe with the bowl downward. I returned his question and asked the name of the flower in "Nippon" as they call their country. He said "T'su-bi-ki."

The illustrious stranger wearied me more than himself with the number of his queries. I had to catalogue nearly every article in my wardrobe in English for him, which he invariably noted down. Upon showing him my watch he pronounced the word "chronometer" quite plainly and, when the case was opened, seeing my name engraved on the back, wanted to know what it was. Touching myself, I told him my name which he wrote down, but could not pronounce.

While on station, one of the men of the squadron had died of "an affection of the brain," and a Christian burial on Japanese soil was planned if arrangements could be made with the local authorities. Japan was violently anti-Christian at the time, and permission to bury the man on Japanese soil, which was one of the points of negotiation, was of considerable significance. The settled opposition to Christian-

STORMY POINT—*USS Mississippi* rides out blow at Cape of Good Hope as Perry's fleet sails to Japan.





VIEWPOINT—Sketch drawn by artist on1852 expedition shows Japanese port and U.S. ships in the harbor.

ity, of more than 200 years' duration, was broken through by this burial from an American man-of-war.

The account of the burial is told by the chaplain of Mississippi, who officiated at the ceremony.

OUR PREPARATIONS were for an internment exactly after our usual method upon the occasion of the burial of a Marine. A great many of the officers would have liked to go, and some applied for permission; but it was thought best to give the occasion no unusual emphasis while at the same time nothing was to be omitted.

About three o'clock, after all hands had been called to bury the dead, and the customary passage of the Scripture had been read from the gangway, we left the ship in two boats, with the flags at half-mast. The first contained Captain Slack of the Marine Corps, Assistant-Surgeon Lynah, and myself, in uniform and gown. The other boat carried the body with a guard of honor consisting of a corporal and six Marines.

We landed at a spot designated — a quarter of a mile south of the landing place of yesterday and in front of a large village, Yokohoma. The whole shore was lined with villagers who had come to gaze. The mayor of Uraga and the interpreter received us there.

I had expected that on their seeing me in my official costume and first knowing that there was a Christian minister on their shore and among them, that there would be a recoil, and that they would shrink from me as from something poisonous.

But there was no such thing. On the contrary, they came up successively and gave me their hand for a shake. (They have learned our salutation, and seem to be fond of it.) The interpreter, pointing to my prayerbook, asked if it were for ceremonies over the dead, and smiled as before when I told him that it was.

The Marines were formed in line and received the body with presented arms when the procession was formed and moved on: Marines with reversed arms; fife and muffled-drum playing the Dead March; the chaplain; coffin borne by four Marines; their captain, surgeon, hospital-steward, and six or eight sailors. Our way lay through the village and the occasion seemed to excite quite a holiday among them. Everybody, men, women and children ran to gain good places for seeing, and squatted down on the ground until we had passed, when they would run and gain another place for observation if they could.

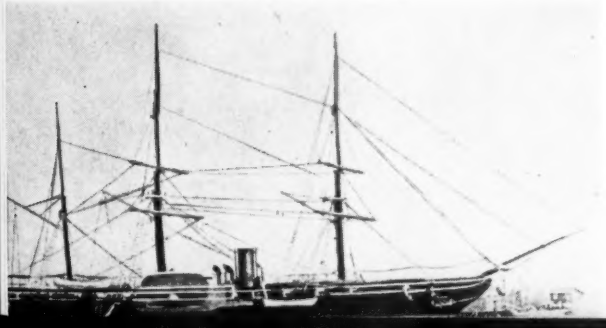
I SAW MYSELF often pointed out, being doubtless recognized by my gown and book as the clergyman of the party, but it was without any exhibition of displeasure on their countenance; but as they would look at any other curiosity. I saw one woman hold up her little child to see me, and the thought passed through my mind that, if it should live to maturity, it would probably see many wonderful changes in Japan.

Our way led quite through the village, at the further end of which, on a wooded hill at our left, was a temple with two different flights of steps leading up to it, and ornamented gateways below. Through the further of these gateways, I now saw a Buddhist priest in his officiating costume emerge, and saw that he took his way toward some fresh earth — the grave, a little beyond.

They had selected for the interment a very pretty spot about a hundred yards from the village, and closely adjoining an old burying ground of their own. We found a Buddhist priest seated there.

The scene at this time was an interesting one, apart from it being the first breakthrough of the Japanese opposition to Christianity. The hills here formed a semicircular sweep, and at one end of the semicircle we were standing. On the opposite side, on the heights above, was the Buddhist temple. The sides of these hills, and the whole sweep of the crest were

CREW MEMBERS of *USS Powhatan* were among Navymen in early people-to-people venture in 1852.



covered with people, quiet and attentive spectators of what was going on.

Close to us stood the Japanese officials, just below the grave. The Marines were in line on the other side, and near them on a mat sat the old Buddhist priest, with a little table before him, on which were a number of papers with incense burning.

Everybody was quiet and attentive while we went through our usual service for the solemn burial of the dead. Then the Marines fired three volleys over the grave. As the first volley was given there was a half shout from the spectators on the hills around, as if giving vent to deep observation and pent-up curiosity. The number of onlookers was computed by one of our officers at 2000.

I then went down to the Buddhist priest, a venerable looking man about 75 years of age, who was very friendly and showed me his rosary, half of the beads in which were glass and half, wood; also his book.

The interpreter opened the papers and showed us their contents, and stated that the priest had come there as "a compliment" to the deceased. On the little table, in addition to the incense box and some rolls of unknown material and papers, were also a bowl of cooked rice, a covered vessel with saki, and a small gong.

The priest now commenced his ceremonies, sometimes touching the gong, sometimes stirring the saki, while he thumbed his beads, then muffling his hands in his robe and bowing his head. He read some prayers in a low, unintelligible voice. His outer dress was of very rich brocade silk.

After putting head and foot boards, with inscription, to the grave, and covering it in our usual manner, we left the Buddhist priest still engaged at his ceremonies and set out on our return, the crowds gathering around as before, and all very civil and polite. So, with drum and fife playing, we returned to our boats.

Spalding's account resumes here.

THE JAPANESE said they had no objection to the officers going ashore to walk about the towns of Yokohoma and Kanagawa, but trusted they would not for the present go further; the people had not become used to strangers, and their presence might produce unnecessary excitement among them.

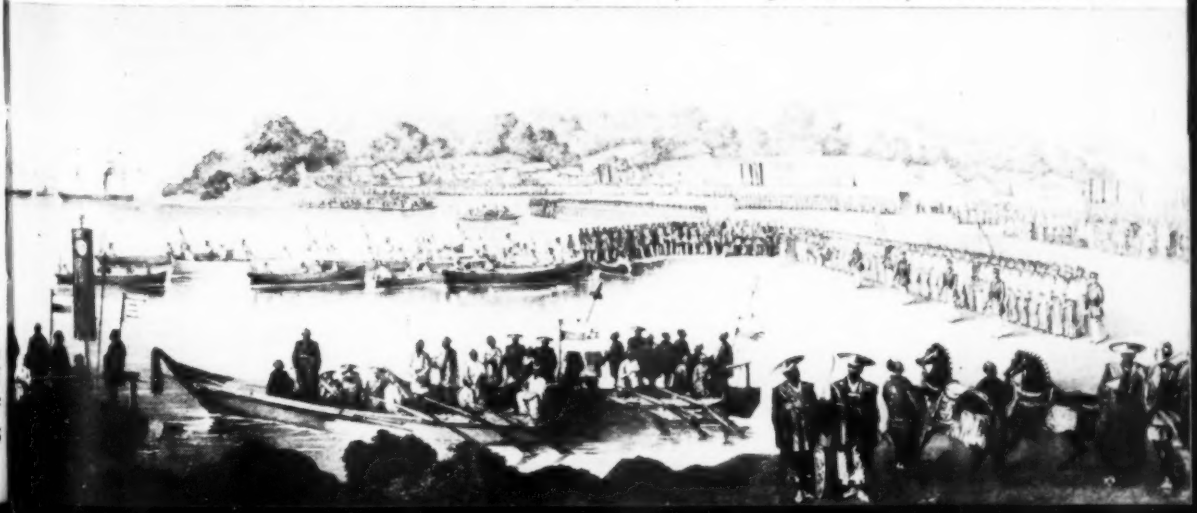
HEAVY SEA is encountered by *USS Mississippi* as she cruises in waters off the Japanese coast.

One of the officers of *Susquehanna* was ashore on the 14th and took a long stroll, not getting aboard until ten o'clock at night. Had he made the best of his time he might have had a sight of the city of Yedo, but he spent some two or three hours in going to and fro in Kanagawa and an adjoining place.

At a wave of the hand of the Japanese officials who accompanied him, the crowds of people opened a clear passage in the centre of the street for him. He entered some of the houses, which he found primitive in their furniture and arrangements, but compared with other oriental dwellings of the same class, to be neat, clean and comfortable. In some of them he observed clocks of Japanese manufacture. He also visited several temples which were smaller than in China, have more gilding on their walls and ornaments on their idols. The priests, as well as the people, were distinguished for their courtesy.

As he was returning, a Japanese officer put into his hands an order from the commodore for all officers to return on board, and shortly afterward a courier, mounted on a splendid black horse, delivered a similar dispatch. Finding it was understood and acted on, he turned and galloped back again to report the approach of the American officer. The officer concluded his journey by torchlight and found on his arrival that everything that had occurred had been noted, even the number of buttons on his coat being recorded.

MEETING POINT—Japanese officials and spectators greet Navymen in gala ceremony as East meets West.



TAFFRAIL TALK

Just the other day one of the ALL HANDS staffers was complaining that traffic lights perversely turned red when he drove up to them; that the line he got in at the supermarket always turned out to be the slowest-moving one; that the barber he picked invariably revealed himself to be a survivor of Geronimo's blood-thirsty crew, etc.

In other words, he is one of these guys who continually winds up with the short end of the stick.

Frankly, the rest of the staff wasn't wasting a lot of sympathy on their complaining compatriot, until it was realized that he might very well have become a victim of Gumperson's Law.

Every hear of Gumperson's Law? We hadn't until a recent issue of the *Sky Anchor*, the station paper at NAS Key West, Fla., brought it to our attention.

According to the *Sky Anchor*, C. R. F. Gumperson was an internationally famous statistician who spent several years in his youth in the U.S. Navy. Being a scholarly and reflective type, he arrived at several conclusions during his years in the service.

Among them were: That advancement-in-rate questions are taken from books you have not read; that a man who has just completed standing two straight midwatches is most likely to have another midwatch on the next watch bill; that laundry service is always speedy except the day before inspection; that the best rackets in the Navy are always enjoyed by ratings other than your own.

The above is just a sampling – there were many others. Obviously Gumperson was headed for bigger and better things, and, says the *Sky Anchor*, would undoubtedly have attained them if it had not been for his untimely death not long ago.

While strolling along a highway, he was obeying the pedestrian rule of walking to the left facing traffic when he was struck from behind by an English visitor determinedly and obliviously hugging the left side of the road.

[P.S.: Yes, we've heard of Finnegan's Law (or Kelly's Law, or call it what you like), which goes something like this: "If anything can go wrong, it will." Variation: "If there's any chance of fouling this up, somebody will." We don't claim it as a new idea, for we've heard of Caesar's Law, which said: "When you don't expect it, the Helvetians will attack," very definitely an adaptation of Alexander the Great's famous statement, literally translated from classical Greek that: "If it ain't the Persians, it's the Medes, and always when we ain't ready." Authorities ascribe the beginning of this Law of Laws to frustrated scientists of the Neanderthal era, who were in a race with the Cro-Magnons to make better missiles: "The flint always shatters when you're making the final chip." The most enduring phase, speaking of this man's Navy, is: "Why does it always have to happen on my watch?"]

[P.P.S.: Our short-end-of-the-stick crony just got some late news and has added still another sequel to Gumperson's Law: If anyone is going to get his orders changed at the last minute, thus fouling up the best laid plans, etc., it will be me.]

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipments, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

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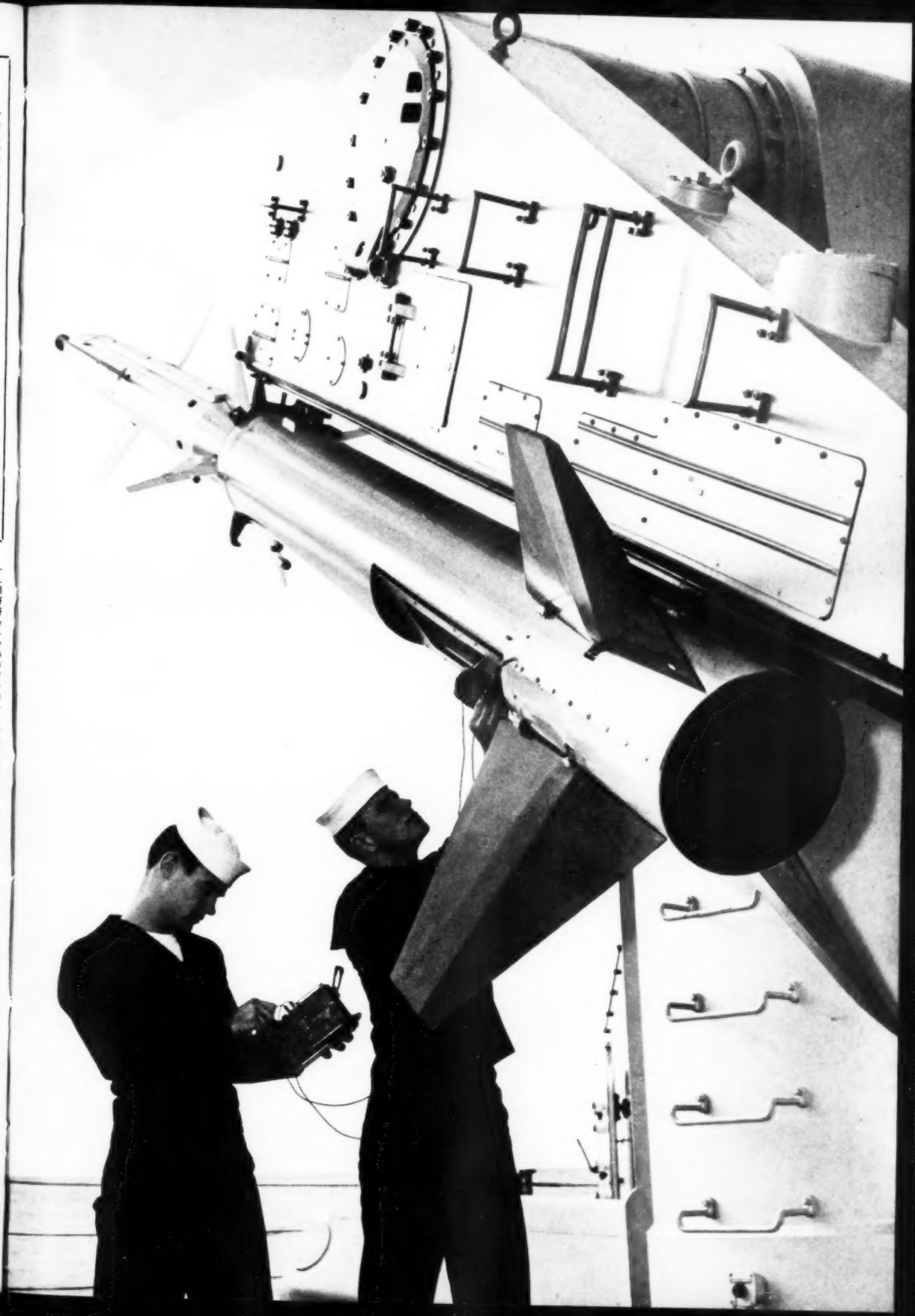
• **AT RIGHT: GUIDED missilemen work on instrumentation of a *Terrier*, surface-to-air missile on board guided missile cruiser *USS Springfield* (CLG 7) serving as flagship for Commander Sixth Fleet.**



in the air

on the sea

MOBILE POWER FOR PEACE